The Hongkong Telegraph.

N°. 2579. FRIDAY, JULY 4, 1890. SIX DOLLARS PER QUARTER

Banks.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL .....£2,000,000.
PAID-UP CAPITAL .....£ 580,000.

LONDON:
Head Office.....40, Threadneedle Street.
West End Office.....25, Cockspur Street.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT, Buys and Sells BILLS OF EXCHANGE, ISSUES LETTERS OF CREDIT, forwards BILLS for COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS:
Fixed for 12 months, 5 per Cent. per Annum.
" 6 " 4 " "
" 3 " 3 " "
ON CURRENT DEPOSIT ACCOUNTS 2 per Cent. per Annum on the Daily Balance.

GEO. W. F. PLAYFAIR, Manager. [10

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL .....$7,500,000.
RESERVE FUND ..... 4,600,000.
RESERVE LIABILITY OF PROPRIETORS ..... 7,500,000.

COURT OF DIRECTORS:—
CHAIRMAN—H. L. DALRYMPLE, Esq.
DEPUTY CHAIRMAN—J. S. MOSES, Esq.

T. E. DAVIES, Esq. | S.C. MICHAELSEN, Esq.
W. H. FORBES, Esq. | Hon. A. P. MCEWEN.
H. HOPPIUS, Esq. | L. POESNECKER, Esq.
Hon. J. J. KESWICK. | D. R. SASSOON, Esq.
A. MCCONACHIE, Esq.

CHIEF MANAGER.
HONGKONG—T. JACKSON, Esq.
MANAGER.
SHANGHAI—JOHN WALTER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANK.

HONGKONG—INTEREST ALLOWED.

ON CURRENT DEPOSIT ACCOUNT at the rate of 2 per cent. per Annum on the daily balance.

ON FIXED DEPOSITS:—
For 3 months, 3 per Cent. per Annum.
For 6 months, 4 per Cent. per Annum.
For 12 months, 5 per Cent. per Annum.

LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities, and every description of BANKING and EXCHANGE business transacted.

DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Hongkong, 13th May, 1890. [8

RULES OF THE HONGKONG SAVINGS BANK.

1.—THE BUSINESS of the above BANK will be conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, on their premises in Hongkong. Business Hours on WEEK-DAYS, 10 to 3; SATURDAYS, 10 to 1.
2.—SUMS LESS THAN $1, or MORE THAN $250 at one time will not be received. No Depositor may deposit more than $2,500 in any one year.
3.—DEPOSITORS in the SAVINGS BANK, having $100, or more, at their credit may at their option transfer the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on fixed deposit for 12 months at 5 per cent. per annum interest.
4.—INTEREST at the rate of 3½ % per annum will be allowed to Depositors on their daily balances.
5.—EACH DEPOSITOR will be supplied gratis with a PASS-BOOK, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their PASS-BOOKS, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.
6.—CORRESPONDENCE as to the Business of the Bank, if marked ON HONGKONG SAVINGS BANK BUSINESS, will be forwarded free by the various British Post Offices in Hongkong and China.
7.—WITHDRAWALS may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his PASS-BOOK, are necessary.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION.
T. JACKSON, Chief Manager.

Hongkong, 13th May, 1890. [9

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

SUBSCRIBED CAPITAL .....$5,000,000.
PAID UP CAPITAL ..... 2,500,000.
RESERVE FUND ..... 1,250,000.

BOARD OF DIRECTORS.

Hon. J. J. KESWICK, Chairman. } Managing Directors.
Hon. C. P. CHATER, Vice-Chairman. }
LEE SING, Esq.
S. C. MICHAELSEN, Esq.
J. S. MOSES, Esq.
G. E. NOBLE, Esq.
POON PONG, Esq.
D. R. SASSOON, Esq.

BANKERS.
THE HONGKONG & SHANGHAI BANKING CORPORATION.

MONEY advanced on Mortgage, on Land, and Buildings.
Properties purchased and sold.
Estates Managed and all kinds of Agency and Commission business relating to land, etc., conducted.
Full particulars can be obtained at the Company's Offices, No. 5, Queen's Road Central.

A. SHELTON HOOPER, Secretary.

Victoria Buildings,
Hongkong, 3rd May, 1889. [709

Intimations.

W. POWELL & CO.

EX S.S. "LIENSHING" & "ROME."
LARGE SHIPMENTS OF
NEW GOODS.
IN ALL DEPARTMENTS.
W. POWELL & CO.

Victoria Exchange,
Hongkong, 23rd June, 1890. [6

MARINE HOTEL
HONGKONG.

THE Undersigned begs to notify the Public of Hongkong and the Coast Ports, that he will OPEN THE MARINE HOTEL, on or about the 1st May.

THIS FIRST-CLASS HOTEL is situated on the Praya, West, opposite the Old P. & O. Wharf, and is newly built after the designs of the Largest European Hotels—the BEDROOMS, BATH-ROOMS, &c., are commodious, well Ventilated and well Furnished, and are suitable for Single or Married Persons. The DINING ROOM is large and looks on the Harbour.

The TABLE D'HOTE will be supplied with the best the market can provide.

The BAR and BILLIARD ROOMS are on the Ground Floor, and will be fitted up in superior style. ENGLISH and AMERICAN TABLES.

WINES and LIQUORS of the best qualities and Brands only will be supplied.

The Undersigned therefore begs the patronage of the Public, hoping to give every satisfaction.

JAS. EDWARDS, Proprietor.

Hongkong, 21st March, 1890. [467

W. BREWER.

HAS JUST RECEIVED.

GOLF—Badminton Library.
Ringer's Therapeutics.
The Criminal—Contemporary Science Series.
The Dynamo by Bottone.
Electric Light Installations by Salamons.
Electrical Engineering by Slingo.
Electrical Light by Urquhart.
Land of the Dragon by Percival.
Modern Practice of Shipbuilding in Iron and Steel, by Thearle.
Madame Chrysantheme.
Stanley No. Graphic, 40c.
Farmers Veterinary Adviser.
Every Man his Own Lawyer, new ed.
Society Small Talk.
Everybodys Scrap Book of Curious Facts.
Large selection of New Song Books.
Large selection of New Piano Collections.
Sweet Caporal Cigarettes.
A New Grand Piano by Collard and Collard.

W. BREWER,
UNDER HONGKONG HOTEL.

Hongkong, 24th June, 1890 [156

STOCK TAKING SALE.
REDUCED PRICES.

FOR CASH ONLY.

TROPICAL TWEED COATS & pants, $13.50
DRESS SUITS from $20.
LINEN, DRILL and DUCK SUITS.
FLANNEL, SERGE and MERINO.
FRENCH CAMBRIC printed SHIRTING.
Waterproof COATS & Inverness CAPES from $5.
Leggings and over SHOES.
English-made BOOTS and SHOES.
UMBRELLAS, Summer UNDERCLOTHING in all materials, HANDKERCHIEFS, &c.

ROBERT LANG & Co.

Hongkong, 17th May, 1890 [139

CALDBECK, MACGREGOR & Co.

WINE AND SPIRIT MERCHANTS.

Hongkong—13, Queen's Road.

ESTD. 1864.

CLARETS.

Breakfast.
Medoc.
St. Emilion.
St. Julien.
Ch. Leoville.
Ch. Larose.
Ch. Pich. Longueville.
Ch. Lafite.
Ch. Margaux.
Cos D'Estournel.
Ch. Latour.
Pauillac.
Hugon Moulis.
St. Estephe.
Ch. D'Armailhacq.

And a choice selection of E. Kressmann's finest Clarets.

LANE, CRAWFORD & CO.
NEW GOODS.

Ice Cream Freezers.
Ice Breakers.
Lemon Squeezers.
Kerosine Cooking Stoves.
Copper Jelly Moulds.
Hanging Lamps.
Table "
Verandah "
Tennis Bats, Balls, Nets, Posts, Bat Presses.
Saddles and Saddlery.
Chocolate Pots.
Knife Cleaning Machines.
Office Washstands.
Coffee Machines.
Tea "
Family Coffee Roasters.
" " Grinders.
Filters.
Shower Baths.
Hip Baths.
Refrigerators.
Sun Umbrellas.
Kitchen Sundries, all kinds.
Asfinalls Enamel.
Dessert Sets.
Crockery and Glass Ware.

LANE, CRAWFORD & Co.

Hongkong, 25th June, 1890. [23

KELLY & WALSH, LD.

CIGARETTES, CIGARS AND TOBACCOS.
ALL IN SPLENDID CONDITION AND FIT FOR IMMEDIATE SMOKING.

CIGARETTES.
Sweet Caporals.
Kinney's Straight Cuts.
Full Dress Straight Cuts.
Richmond Straight Cuts.
Virginia Brights.
Little Beauties.

TOBACCOS.
Richmond Gem Curly Cut.
" Mixture.
Dixie Chop Cut.
Old Rip.
Richmond Birds Eye.
Will's Three Castles.
Will's Bristol Birds Eye.
Happy Thought.
Dollar Brand.
Star Mixture.
Golden Eagle.
" Ram.

CIGARS.

Londres, Club Londres, Regalia de la Reina, Little Devils, Conchas, Nuevo Habano Nos. 1, 2 and 3, Comélas, Largos Especials.

KELLY & WALSH, LIMITED,
QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 14th June 1890. [7

CRUICKSHANK & CO., LD.,
FAMILY AND DISPENSING CHEMISTS,
Commission Agents,
WINE AND SPIRIT MERCHANTS,
AND
AERATED WATER MANUFACTURERS.

WE would beg to call attention to our special VERY RARE OLD "LIQUEUR WHISKY," which from its large increase of sale we have decided to reduce to $10 per case.

All goods guaranteed to be of the best quality and at prices which will compare favourably with any other house in the Colony.

Hongkong, 12th June, 1890. [892

Auctions.

PUBLIC AUCTION
OF
HOUSEHOLD FURNITURE, PIANO, &c.

THE Undersigned has received instructions to Sell by Public Auction,

TO-MORROW,

the 5th July, 1890, commencing at 2.30 p.m., at his Sale-Rooms, Duddell Street,

A QUANTITY OF
HOUSEHOLD FURNITURE,
(the property of gentlemen leaving the Colony),
Comprising:—

DRAWING ROOM SUITES, MARBLE-TOP CENTER and SIDEBOARD, MARBLE-TOP CHEFFONIER, GLASS BACK, PICTURES, RUGS, CURTAINS, FENDERS and IRON, ORNAMENTS, etc., etc.

A fine COTTAGE PIANO by MORNINGTON & WESTON, with Iron Frame made for the climate, almost new.

MARBLE-TOP SIDEBOARD, GLASS BACK, DINING TABLE and CHAIRS, DINNER WAGGONS, REFRIGERATOR, PLATED, GLASS, and CROCKERY WARE, CUTLERY, LAMPS, MIRRORS, SCREENS, CARD TABLES.

DOUBLE BEDSTEAD, BRASS MOUNTED SPRING MATTRESS, IRON BEDSTEAD, LADY'S WARDROBE, with 3 GLASS DOORS, MARBLE-TOP WASHING STAND and DRESSING TABLES, BUREAU, CHEST of DRAWERS, TABLES, COUCHES, BRASS FIRE IRONS, &c., &c.

AMERICAN COOKING STOVE, FLOWER POTS.

&c., &c., &c.

The above will be on view on Friday next p.m.

TERMS OF SALE.—As customary.

G. R. LAMMERT, Auctioneer.

Hongkong, 28th June, 1890. [980

Insurances.

£1,000 STG. Payable at Age 55, or at death if previous—may be secured by a payment at the rate of:—

£7	7	6	per quarter if commenced at age (n. b.) 20
£8	14	2	25
£10	11	2	30
£13	4	10	35
£17	15	8	40
£27	12	6	45

AFTER the Policy has been three years in force—the Policy-holder will be entitled to receive on application a Free Paid-up Policy for proportionate amount of the Sum Assured, as explained in Prospectus, should he wish to discontinue payment of premiums.

ADAMSON, BELL & Co., Agents, Hongkong
982—2] STANDARD LIFE OFFICE.

ATLAS ASSURANCE COMPANY OF LONDON.

THE Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

EDUARD SCHELLHASS & Co., Agents.

Hongkong, 12th April, 1890. [599

FIRE INSURANCE COMPANY, OF 1877 IN HAMBURG.

THE Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & Co., Agents.

Hongkong, 1st July, 1889. [56

GENERAL LIFE AND FIRE ASSURANCE COMPANY IN LONDON.

THE Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE and LIFE at Current Rates.

REUTER, BROCKELMANN & Co.,

Hongkong, 1st July, 1889. [57

NOTICE.

THE MAN ON INSURANCE COMPANY LIMITED.

CAPITAL SUBSCRIBED.....$1,000,000.

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.

Hongkong, 1st February, 1882. [217

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL TAELS 600,000, EQUAL TO ..... } $833,333.33
RESERVE FUND $318,000.00

BOARD OF DIRECTORS.

LEE SING, Esq. | LO YEUK MOON, Esq.
LOU TEO SHUN, Esq.

MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.

Hongkong, 17th December, 1888 [1091

Shipping.

STEAMERS.

DOUGLAS STEAM-SHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

THE Company's Steamship

"HAITAN,"

Captain S. Ashton, will be despatched for the above Ports, on SUNDAY, the 6th July, at DAYLIGHT.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 3rd July, 1890. [1003

Shipping.

STEAMERS.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR BANGKOK (DIRECT).

THE Company's Steamship

"CHOW FA,"

Captain F. W. Phillips, will be despatched for the above Port, TO-MORROW, the 5th inst., at DAYLIGHT.

For Freight or Passage, apply to
YUEN FAT HONG, Agents.

Hongkong, 1st July, 1890. [992

NAVIGAZIONE GENERALE ITALIANA (FLORIO AND RUBATTINO UNITED COMPANIES).

STEAM FOR
SINGAPORE, PENANG AND BOMBAY, having connexion with Company's Mail Steamers, to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES (LEGHORN), and GENOA; all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO. Taking Cargo at through rates to PERSIAN GULF and BAGDAD.

THE Company's Steamship

"BORMIDA,"

will be despatched as above, TO-MORROW, the 5th July, at NOON.

At Bombay the Steamers are discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to
CARLOWITZ & Co., Agents.

Hongkong, 24th June, 1890. [962

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

THE Company's Steamship

"ZAFIRO,"

Captain Cobban, will be despatched for the above Ports, TO-MORROW, the 5th instant, at 4 P.M.

For Freight or Passage, apply to
RUSSELL & Co., General Managers.

Hongkong, 2nd July, 1890. [996

NIPPON YUSEN KAISHA.
FOR KOBE & YOKOHAMA.

THE Company's Steamship

"MIIKE MARU,"

Captain Sommer, will be despatched for the above Ports, on the 7th July, at 5 P.M.

For Freight or Passage, apply to
GEO. R. STEVENS & Co., Agents.

Hongkong, 2nd July, 1890. [930

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"SUTLEJ"

will leave for the above place about 24 hours after her arrival with the outward English Mail.

E. L. WOODIN, Superintendent.

Hongkong, 3rd July, 1890. [3

SAILING VESSELS.

FOR NEW YORK.

THE 3/3 A. I. I. British Bark

"Z. RING,"

McLeod, Master, is now loading for the above Port, and will have quick despatch.

For Freight, apply to
REUTER, BROCKELMANN & Co.

Hongkong, 2nd June, 1890. [800

FOR NEW YORK.

THE 3/3 L. I. I. American Ship

"LANDSEER,"

Laffin, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, 9th June, 1890. [875

FOR NEW YORK.

THE 3/3 L. I. I. British Ship

"CHARLES S. WHITNEY,"

Bolt, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.,

Hongkong, 30th May, 1890. [825

Mails.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, ISMAILIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "ROME," Captain A. W. Adamson, with Her Majesty's Mails, will be despatched from this for LONDON VIA BOMBAY & SUEZ CANAL, on THURSDAY, the 10th July, at NOON.

Cargo will be received on board until 4 P.M., Parcels and Specie (Gold) at the Office until 4 P.M., on the day before sailing.

Silk and Valuables for Europe will be transhipped at Colombo; General Cargo for London will be conveyed viâ Bombay without transhipment, arriving one week later than by the ordinary direct route viâ Colombo.

Tea will be sent either via Bombay or Colombo according to arrangement.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

This Steamer takes Cargo and Passengers for Marseilles.

E. L. WOODIN, Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, 1st July, 1890. [3

Mails.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship

"BELGIC"

will be despatched for San Francisco, *viâ* Kobe and Yokohama, on TUESDAY, the 8th July, at 1 P.M.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and the same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

First-class Fares granted as follows:—
To San Francisco.....$225.00
To San Francisco and return, available for 6 months..... } 393.75
To Liverpool 325.00
To London..... 330.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco

For further information as to Freight or Passage, apply to the Agency of the Company No. 50A, Queen's Road Central.

C. D. HARMAN, Agent

Hongkong, 28th June, 1890 [2

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship

"CITY OF PEKING"

will be despatched for San Francisco, *viâ* Yokohama, on SATURDAY, the 19th July, at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, and Atlantic and Inland Cities of the United States, viâ Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To San Francisco.....$225.00
To San Francisco and return, available for 6 months..... } 393.75
To Liverpool..... 325.00
To London..... 330.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, 26th June 1890 [1

HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LTD.

SUMMER TIME TABLE.

To take effect from 1st May.

The CARS RUN between St. John's Place and Victoria Gap as follows:—

WEEK DAYS.

8 to 10 A.M. every quarter of an hour.
12 to 1 P.M. every quarter of an hour.
1 to 2 P.M. every half hour.
4 to 8 P.M. every quarter of an hour.

THURSDAYS.

NIGHT TRAM at 10.30 and 11 P.M.

SUNDAYS.

CHURCH TRAM at 10.40 A.M.
12 (NOON) to 2 P.M. every quarter of an hour.
4 to 8 P.M. every quarter of an hour.
9, 10, 10.30 and 11 P.M.

Special Cars may be obtained on application to the Superintendent.

Single Tickets are sold in the Cars; Five-Cent Coupons and Reduced Tickets at the Office.

MACEWEN, FRICKEL & Co., General Managers.

Hongkong, 30th April, 1890. [698

Intimations.

DAKIN BROS. OF CHINA, LIMITED,

DISPENSING CHEMISTS.

DAKIN'S EFFERVESCENT SALINE POWDER.

Is cooling, refreshing, and invigorating.
It relieves all stomach derangements.
It relieves headache and sickness.
It allays febrile symptoms.
It quenches thirst.

75 cents per Bottle.

DAKIN'S IODIZED EXTRACT OF SARSAPARILLA.

Purifies the Blood. Removes Skin Eruptions. Strengthens the System.
Is of special benefit to those suffering from the Enervating Effects of the climate.

$1.50 per Bottle.

DAKIN'S VIN DE QUINQUINA.

This Wine will be found of great value as a Tonic in all cases where the system is depressed or where there is the slightest tendency to Malaria or Climatic Debility.
It is prepared from the true Bark in combination with our Finest Port Wine, and is an admirable form of administering at the same time the appetizing properties of the Bark with the strengthening qualities of the Port.

Price, $1.50 per Bottle.

(Telephone No. 60.)

Nos. 22 & 24, QUEEN'S ROAD CENTRAL.
Hongkong, 30th June, 1890. [52

BY APPOINTMENT.

A. S. WATSON & CO., LD.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED WATERS.

OUR AERATED WATER MANUFACTORY is replete with the best Machinery, embodying all the latest improvements in the trade.

The greatest attention has been paid to appliances for ensuring purity in the Water-supply, to secure which we have added a Condenser capable of supplying us with 3,000 gallons of distilled water a day, and are now in a position to compete in quality with the best English Makers. Our Sweet Waters cannot be surpassed anywhere.

The purest ingredients only are used, and the utmost care and cleanliness are exercised in the manufacture throughout.

LARGE BOMBAY "SODAS"

☞ We continue to supply large bottles as heretofore, *free of Extra Charge*, to those of our Customers who prefer to have them to the ordinary size.

COAST PORT ORDERS.

whenever practicable, are despatched by first steamer leaving after receipt of order.

FOR COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is,
"DISPENSARY, HONGKONG,"
And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—

PURE AERATED WATERS
SODA WATER
LEMONADE
POTASH WATER
SELTZER WATER
LITHIA WATER
SARSAPARILLA WATER
TONIC WATER
GINGER ALE
GINGERADE.

No Credit given for bottles that look dirty, or greasy, or that appear to have been used for any other purpose than that of Containing Aerated Water, as such bottles are never used again by us.

A. S. WATSON & Co., LIMITED,
Hongkong, China, and Manila. [5

DEATH.

On the 1st July, at his Residence, Canton, ERNEST DEACON. Deeply regretted. [1008

The Hongkong Telegraph

HONGKONG, FRIDAY, JULY 4, 1890.

WE are informed that the Singapore Cricket Club is still anxiously waiting for an answer to the challenge they sent the Hongkong C. C. some weeks ago; and that, unless volunteers are forthcoming within a week's time, Mr. A. K. TRAVERS will have the unpleasant duty of declining a very hospitable invitation for the cricketers of the colony to go south. Surely this will not be allowed to take place! If the indefatigable Hon. Secretary of the Hongkong C. C. is unable to get a decent eleven together from the men who have been in steady practice for the past years, the services of some of the veterans who used to "play the game"—and they played it well—must be requisitioned. To refuse the courteous challenge of the Singapore C.C. would be a disgrace to Hongkong, even if we sent our men south to meet certain defeat. But why should we not be able to get up an eleven good enough to hold their own against the pick of the Straits Settlements? The Hongkong team that fairly "lost" the players from Singapore in the two matches played in Hongkong last season could very easily have been improved upon, and we have such an extensive field to draw from for representatives that it ought to be very easy work to get together an eleven of all sorts quite capable of holding their own against the best Singapore could place in the field. Anyhow, it would be better to face defeat like men and cricketers than to put forward the paltry pretence that we can't get up a team to go to Singapore. If this shallow excuse is persisted in we shall ask old stagers like the Hon. W. M. DEANE, the Hon. C. P. CHATER, the Hon. A. P. MACEWEN, and Mr. H. E. WODEHOUSE, to get up a combination of veterans to go down to Singapore to defend the cricketing honour of Hongkong. It will be an everlasting disgrace if we refuse to give our Straits friends an opportunity of retrieving the disasters they met here last season, and we really cannot see where the difficulty lies. We feel so strongly on this matter that if Mr. TRAVERS will be kind enough to favor us with particulars of what has been done and what still remains to be done to ensure a fairly representative eleven, we shall be proud to use whatever personal influence we may happen to possess to bring things to a satisfactory conclusion. And if the worst comes to the worst—why, damn it, we shall go into strict practice ourselves, and we used to be good for a fair average a trifle less than twenty years ago. But anyhow, a Hongkong team must go to Singapore. LEACH, LOWSON, BLAIR, CAMPBELL, SERCOMBE SMITH, the MAITLAND *frères*, RAM, LIONEL BARFF, T. E. DAVIES, and G. S. COXON (capt.) would, bar accident, knock spots out of any Singapore eleven, and what is there really to prevent their journeying south next month. If some of these "cracks" should happen to be kept back by unavoidable circumstances, there are dozens of "sloggers" quite up to the Singapore standard, who would be glad to "chip in." Now, Mr. TRAVERS, go right ahead and get your team definitely fixed up; if you can't, kindly pay us a visit and we shall be happy to do it for you.

TELEGRAMS.

THE LOCAL TAXATION BILL.

LONDON, June 25th.

The Speaker ruling that the accumulation proposal is without precedent, the Government is considering the advisability of withdrawing all the licensing clauses.

The Conservative Press condemns the Government.

THE SILVER BILL.

July 2nd.

The Silver Conference has assembled.

LOCAL AND GENERAL.

The Law Gazette is the title of a new penny weekly.

THE new observatory near Tananarivo, Madagascar, will be one of the highest in the world, as the site chosen is about 4,400 feet above sea level.

JAY GOULD'S daily income has been estimated recently at $7,446; Cornelius Vanderbilt's at $15,249; J. D. Rockefeller's at $18,715, and William Waldorf Astor's at $13,593.

THE increase of about 1,000,000 people in thirteen years in Spain is attributed, in a great measure, to the success that has attended the changes in the hygienic condition of the large cities and towns.

ELECTRIC traction is said to be fairly booming in London. In a few weeks a line of omnibuses run by electricity is to be started. They will be driven by storage batteries and have a seating capacity for twenty-six passengers.

DR. Doberck says in his weather report to-day that the barometer is falling. The Spanish Consul has been good enough to forward a telegram from Bolinao which says—"A depression exists in the Pacific, to the north-east of Luzon. It is going slowly to the north."

H.M.S. *Redpole* was undocked at Singapore on the 25th ulto. This vessel is the *Merlin's* relief, which we have been expecting on the China Station for months past. Madame Tussaud's is a nice exhibition of its kind. And so is that abortion known as the British Admiralty.

OWING to the uncertainty of the weather the inauguration of the aquatic hotel, the *Marina*, has been postponed by the directors until early next week. In the meantime, however, visitors who desire to inspect the very commodious and well-appointed berths are sure of a welcome from Mr. Foster, the manager. No chits.

SOMETHING like a strike has penetrated even to Japan. The *Kokumin Shimbun* publishes a statement to the effect that all the professors of the Imperial University resigned their chairs on the 16th inst. The reason for this step is stated to be the failure of the Government to consult the faculty with regard to the transference to the University of the College of Agriculture and Forestry, which has by notification become the College of Agriculture in the University.

WEATHER permitting, there will be a golf match over the Links to-morrow at 4 p.m.

CAPTAIN'S TEAM.	v SECRETARY'S TEAM.
Capt. Rumsey.	Mr. Mitchell-Innes.
Dr. Lowson.	Mr. G. Stewart.
Mr. McEwen.	Capt. Irvine.
Dr. Craig.	Rev. C. Todd.
Mr. Kirk.	Mr. Dundas.
Mr. Justice Clarke.	Mr. Grant.
Mr. Bowles.	N. Other.

NOWHERE, says a writer in *Popular Monthly Science*, has the inefficacy of sumptuary laws been more thoroughly demonstrated than in Rome. There the dress, the food, the furniture of the houses, were attempted to be regulated by law after law, which were either openly or secretly disobeyed, and which eventually disappeared from the statute-books. The cost of entertainments was limited; the number of guests a person might have at his house was restricted. No woman was allowed to have more than half an ounce of gold, or to wear a dress of more than one color, or to ride in a carriage. In France, during the Celtic period, a law was passed that women should drink water only. In 1188 or thereabout no person was allowed to wear garments of vair, gray, ribeline, or scarlet color. No laced or slashed garments were allowed, and no one could have more than two courses at meals. In 1328 scarlet was only permitted to be worn by princes, knights, and women of high rank. The use of silver plate was prohibited except to certain high dignitaries; and women were frequently sent to prison in forties, fifties, and sixties at a time for wearing clothes above their rank. Even as late as the seventeenth century gold, as an ornament or carriages, buildings, and gloves, was prohibited.

WE are informed by the agents (Messrs. Jardine, Matheson & Co.) that the "Glen" liner *Glenlyon*, from London, left Singapore this morning for Hongkong.

ALL this memorable day the bald-headed eagle of the United States has been flapping its wings over the five quarters of the globe, to celebrate the occasion when, a century and a quarter ago, George the Third "took water," and allowed that the Americans might be allowed to cast off from a bloated monarchy. The celebration of the anniversary took the usual form of eleemosynary milk-punch at the Hongkong Hotel, and much rejoicing at Messrs. Russell & Co.'s headquarters.

REFERRING to the cessation of gun-fire since our Commodore left Hongkong about three weeks ago a correspondent writes:—"Seeing there is no gun-fire to guide boatmen as to the hour at which they are at liberty to haul in-shore, how can any of them be rightly charged under the *Ordinance* which makes it unlawful for a boat to come alongside any wharf or pier between gun-fire at night and gun-fire in the morning?" In reply we have to say, "no savey, no belong plopah custom gallow!"

DURING a cricket match in Yokohama last month, the Club *v.* The Fleet, a player named Edwards met with a nasty accident whilst batting, receiving a full pitched ball which landed first on his chest and then on his chin, cutting the latter to the bone. The *Japan Mail*, in speaking of the occurrence, says: "He at once had the wound stitched up, and was soon merrily bowling away as if nothing had happened. His execution was immense—35 balls, 7 runs, 3 maiden overs, 7 wickets—and he clean bowled the last five men for one run."

LEUNG KI PO, for whose extradition the Chinese Government has applied on the grounds of murder, burglary, and kidnapping in Chinese territory, was again before Mr. Robinson at the Police Court this afternoon. After hearing lengthy arguments by Mr. Phillippo, who appeared for the defence, and who sought to prove that his Worship had no power to further remand or detain the prisoner, his Worship decided that he had the necessary power although the warrant contained a clerical error, and he therefore remanded the case until Thursday, the 17th inst. Mr. Phillippo, instructed by Mr. Rodyk, of Messrs. Holmes and Rodyk, gave notice of appeal, which his Worship assented to.

THE following telegram from Mr. Bibby, dated Kuala Kubu, 25th June, was received in Singapore on June 25th, and, having been transmitted to Brisbane, is now made public for general information:—"Are making rapid progress. Prospects are very favourable. Large lode has been found by Malay Peninsula Prospecting Company, Limited, on South East Raub boundary, shewing good gold which is supposed to be a continuation of our new lode." The discovery of the above mentioned lode in the territory of the M. P. P. Co., says the *Straits Times*, was telegraphed a few days by a prospector of that Company, and the news also came otherwise to our knowledge. The news of the lode was, however, not so definitely phrased as Mr. Bibby puts it, and it was felt to be undesirable to publish it till more was known. Letters on the subject are expected in a few days.

THE *Grand Duchess of Gerolstein* is an opera that, to produce properly, demands all the resources of a first class theatre. Last night Stanley's Opera Company essayed it on a much less ambitious scale, but with very fair success, all round. Messrs. Liddiard, and Packard, and Blowhard, were relegated to the chorus, which was in itself an advantageous arrangement, and the girls were in better voice, so that the whole thing went better. Miss A. Childs, who played the *Duchess*, occasionally rose above mediocrity as an actress, and her singing was much improved, one or two encores being really deserved. Miss A. Santley, as the hero, *Fritz*, exhibited her usual vivacity, and saved the piece from dragging. Mr. Stanley, senior, made up as old Chiarini, was a very good specimen of that operatic Falstaff, *General Boom*, and was most useful in the choruses. Mr. H. Pyne shewed his versatility once more as *Prince Paul*—and there we have done. One or two in the chorus were worthy of better things, and a few others deserved an operation performing on them, but that is by the way—as we have said, taken all round the *Grand Duchess* will pass. "The Yeoman of the Guard" is billed for to-night.

THERE are circumstances under which the most truthful and creditable statements may be both misleading and unwelcome. During a certain voyage of a Down East vessel, the mate, who usually kept the log, became intoxicated one day, and was unable to attend to his duty. As the man very rarely committed the offence, the captain excused him, and attended to the log himself, concluding with this: "The mate has been drunk all day." Next day the mate was on deck and resumed his duties. Looking at the log, he discovered the entry the captain had made and ventured to remonstrate with his superior. "What was the need, sir," he asked, "of putting that down on the log?" "Wasn't it true?" asked the captain. "Yes, sir; but it doesn't seem necessary to enter it on the log." "Well," said the captain, "since it was true, it had better stand—it had better stand." The next day the captain had occasion to look at the log, and at the end of the entry which the mate had made he found this item: "The captain has been sober all day." The captain summoned the mate, and thundered; "What did you mean by putting down that entry? What was the need, I say? Am I not sober every day?" "Yes, sir; but wasn't it true?" "Why, of course it was true!" "Well, then, sir," said the mate, "since it was true, I think it had better stand—it had better stand." The mate then took his departure hastily, dodging the marlinspike as he went.

THE Siamese princes had an official tour round Hongkong this morning. In company with H.E. the Administrator they visited the Gaol, the inspection of which cheered them greatly. The first-chop Prince, Bharangsai, was dressed in a frock-coat and a look of intense interest. The next scion of Siamese blue-blood sported a white hat which had done good service, and the third wore a kind of a sort of an English uniform. They are all little men—about as high as Major Dempster's rank—but they are said by the favored few who take tea with them to be first-class chaps. The highness with the high white hat used to be a lieutenant in H.B.M. 22nd Regiment, to learn military ways, and the party in uniform, as we said yesterday, was Siamese Ambassador in London for a while, four or five years ago. They were delighted at having a guard of honor to meet them when they landed yesterday, but they asked that it should not be repeated. They were well-pleased with the arrangments at the Gaol, and complimented Major-General Gordon and Major Dempster about it. They afterwards had a look at the Police Barracks, and expressed their admiration at the physique of the men. This afternoon their programme was to visit Kowloon Docks, with a view to examining the cruiser *Filipinas*, the purchase of which, we understand, is the principal object of their visit. They have bespoken the *Mikado* for performance by the Stanley Opera Company on Monday night, and are going to Macao on Tuesday.

IT is said that the onion is a great sleep inducer, and about equal to quinine for malaria. Good old onion!

TWO Britons were brought before Mr. Robinson at the Police Court this morning and charged with "stowing away" on board the British steamship *Straits of Belle Isle* yesterday. They both pleaded guilty, which simplified matters considerably and would have resulted in a discharge with a caution had not Mr. Whealler appeared for the prosecution and pressed for the extreme penalty with regard to one of them, an ex-constable named Goodridge, owing to the fact that he refused to leave the ship and thereby caused a detention of an hour and a half. His Worship therefore fined him $10, and discharged the other with a caution.

SOME time ago says the *Japan Mail*, it was stated that the Mitsu Bishi Company intended to undertake iron-mining on a large scale. It seemed a probable project, but nothing more has been heard of it until now, when the *Choya Shimbun* repeats the statement, adding that the wealthy company has decided to devote two and a half million yen to the undertaking, and purchased a coal mine at Uyeki in Chikuzen, to work in connection with the iron scheme. It is true, we believe, that Mr. Iwasaki has spent over half a million, and intends spending as much more, for coal-mining purposes in Chikuzen, and it may be true that the produce of these new mines is to be employed for smelting iron, but further information is required before the *Choya's* account can be accepted. Hitherto the great obstacle to successful iron mining in Japan has been that the ore is found at a long distance from the fuel to smelt it. Either the former must be brought to the latter, or the latter to the former. It was this that wrecked the official enterprise at Manaishi, in Iwate Prefecture, where a railway and a large plant of machinery were immolated on the altar of miscalculation. The Mitsu Bishi Company is not at all likely to be betrayed into a similar blunder, but for it also the fuel crux exists, and we do not see how the difficulty may be negotiated. Certainly the time is favourable for inaugurating such an enterprise. Japan consumes larger quantities of iron every year, and recent quotations show that she must pay a considerably increased price for her supply. It is true that speculation in pig-iron warrants has injuriously affected rates in the iron market generally, but this is only a temporary trouble. Contracts for iron ore, extending over this year, have been made at top prices, and there is every prospect of the trade continuing to flourish. If Japan were self-supplying in the matter of iron she would undoubtedly save considerable sums which now find their way abroad.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column].

THE PEAK ROAD AND THE PUBLIC WORKS DEPARTMENT.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—Will you permit me through your columns to draw the attention of the authorities to the disgraceful state of the Peak Road for the past fortnight? From the Albany upwards, the road has been torn open for the purpose of laying pipes, but no progress is being made and the short track from the Albany to Queen's Gardens, where I am living, is in exactly the same state as on the first day when the work was commenced. All the morning building materials are being carried up to the Peak by large numbers of coolies who never think of going out of the way, when a chair is coming down the exceedingly narrow road-way, especially when the same is occupied by an amah with children, and as the police are conspicuous by their absence, frequent collisions and great danger of being severely bruised are the results.

Now, as far as I remember, at home the traffic is never interrupted for more than forty-eight hours, and why should it be different here? It appears, however, that the road has been opened up before the pipes were ready to be laid, and you, Mr. Editor, are perhaps in a position to inform me who is responsible for this very foolish manner of carrying out the public works of the colony? At all events, I trust these lines may have sufficient influence on the proper authorities to expedite matters on the road. Enclosing my card.

I remain,
Yours truly,
QUEEN'S GARDENS.

Hongkong, 4th July, 1890.

[The Public Works department is supposed to have the direction and carrying out of the matters referred to, but where the Surveyor General's responsibility begins and ends is a conundrum we are quite unable to expound. Our correspondent doubtless remembers that we once very narrowly escaped being legally victimised for publishing the truth about the shady methods of the Public Works department, and that the free and enlightened community of Hongkong, in whose interests we had taken up the cudgels, "went back" on us after we had scored a brilliant victory, and tried to hold up the late Honorable Mr. Price as a sort of sanctified martyr. The martyrdom dodge didn't come off as anticipated, but a bogus Commission composed of three honorables—Heaven help them—to wit, Bulkeley Johnson (now deceased) who was member for Jardines; O'Malley, then the sheeplestof Attorney Generals and row Chief Justice of the Straits Settlements, and Lister, the same saintly Alfred then that he is to-day, was "fixed up" by that disreputable old humbug Sir "ush" Bowen, for the express purpose of whitewashing what we had characterised as a standing disgrace to the public service of the colony. And after an inquiry which fully established every charge that had been made against the Department, the precious Commission summed up that Mr. Price, and the entire rank-and-file who managed to live up to about $250 per month out of a salary of $75, were as immaculate as the angels. After that we gave the Surveyor General and his satellites plenty of sea-room, and, according to appearances, most of them apparently made good use of their opportunities. But since those days public opinion has greatly changed and even our local contemporaries, chameleon-like as usual, have recognised that the Public Works department requires to be either entirely abolished, and its duties placed in the hands of an elected Municipal Council, or subjected to a thoroughly practical reform in every branch. Our correspondent's letter has opened the ball; public dissatisfaction is universal, and so we shall once more, at the earliest possible opportunity, make an attempt to cleanse this Augean stable which has been a plague-spot on Hongkong for many years past.—Ed., *Hongkong Telegraph*]

LETTERS FROM JAPAN.

(FROM A LADY CORRESPONDENT.)

V.

Having seen all we could of Nikko we packed up our clothes, curios, etc., and with a sigh took a last look, perhaps the very last peep of it while in this weary world of strife and woe—a last look at the picturesque little town with lofty peaks of ancient mounts standing out in bold relief at the end of the densely wooded vale below, as our 'licksha men sped along the road towards Utsonomija—where we must once more enter the hard and fast rules of modern civilization, step on board the railroad cars and be whirled at the rate of 50 miles an hour into Tokio, Japan's new capital.

By leaving Nikko at eight o'clock in the morning we succeeded in catching the 12.30 train from Utsonomija, 28 miles distant. Really the speed and, as you fast racing men call it, "staying" powers of Japanese 'licksha-men was conspicuously realized on this trip. They ran of their own free will upwards of eight miles without stopping for a moment to rest, and then only long enough to drink down a cup of tea and a small basin of "congee" water. Why, in India we shouldn't dream of driving horses as fast as these poor creatures run for such a long distance as 28 miles! It seemed to me that their lives must be short at the best but, *mirabile dictu*, I found it was not so. From those who have devoted some attention to the matter I gathered that these poor things work as 'licksha men for from 5 to 8 years, and then take to farm labour or, if they've been fairly successful in the licksha business, set up shop, market gardening, or hiring out 'lickshas to their poorer fellow-townsmen.

It was a somewhat sultry afternoon when our train rolled into the Tokio Station, and as we were fatigued after our long journey we hied off to the Seiyoteh Hotel, a very comfortable foreign style establishment, and there after a most refreshing bath "laid off"—as you cigar-in-the-mouth, soda-and-whisky, anything-but-frisky young men say. We slept the sleep of the just that night, arose about eight o'clock in the morning feeling absolutely new creatures and set about "doing" the three museums. The first that we inspected contained chiefly ancient Japanese armour spikes, tridents, match-locks, bludgeons &c.: In the midst of these most interesting relics of a very belicose past, what was my surprise to suddenly come upon a painting of the head of our Saviour, Jesus Christ! You of course remember the legend in our biblical histories of Christ sending the print of his face on a handkerchief to King Abghar. Well this picture exactly corresponded with those sublime records—no neck or throat visible. Just that head! that saintly head! The head that knew no sin! [We can assure our correspondent that she has now taken us clean out of our depth. We know nothing of the despatch of this wonderful "print of His face on a handkerchief to King Abghar!" It is therefore quite impossible for us to say whether the picture was complete or not. As far as we can judge with our very superficial knowledge of biblical history, the picture in the museum must be a poor one indeed, if it doesn't show Christ to have had both a neck and a throat. Our recollections, in this connection are hazy in the extreme, but we are possessed of a strong conviction that Christ was an ordinary, or extraordinary, *human* being; therefore he must have had both throat and neck—otherwise how could he speak or "chow,"—Ed. *Hongkong Telegraph*.]

Don't you remember, also, the account written by Publius Lentulus of the personal appearance of Christ? Wherein Christ's eyes are said to have been gray and his hair, the colour of the filbert, hanging softly down upon his shoulders, and his beard forked. Don't you remember all this? [Really this is going too far, Madam. We can stand a good deal, but to fill up our time with such descriptions of a Christ with hair flowing over his shoulders, a beard forked, and no throat or neck, is going a little too far. We don't remember anything of the kind, and have no desire to look up the question either. We absolutely decline to do so. All we can say is, that when next in Tokio we will drop into the museum and have a glance at that "head" of Christ.—Ed. *Hongkong Telegraph*.] Here was a relic that belonged to the followers of a faith far removed from paganism, yet preserved in a pagan's museum. [Really this cannot go on. We must put a full stop on this interminable religious enthusiasm—these aerial flights of imagination—Ed.]

We next visited the fine arts museum in which the exhibits of ivory carving and cloisonnée were exquisite. I noticed especially two wooden figures almost life size. They were wonderfully perfect and artistic in every detail. Besides these there were many exquisite pictures and carvings which I will describe later on.

The third and last museum we visited there contained quite a miscellaneous collection of birds and animals. Here we saw specimens of the proverbially long tailed cock of Japan. Its ulterior extremity, however, we found to be 18 feet and not, as we had heard, 25 feet. We saw also a stuffed specimen of monster crabs, which are found only in the Japan sea off the island of Yenoshima. The specimen seen here was not so large as the one we chanced to look at in Yokohama, which measured 12 feet from the end of one claw to another.

I was much pleased to find here an Indian "hookah," with the metal water pot and long "nacha," as well as the nurhlalee with its small cheelum. It brought me right back to my Indian home. We saw also crucifixes, crosses, rosaries, and small porcelain models of the Virgin and child, which our guide in an explanatory manner informed us was the "Maria Christi," and that all these religious emblems had been imported from Spain 200 years ago and seized by Government. [Oh! dear, and now she's come to the Virgin Mary. What next? Ed.]

Yedo, since 1868 called Tokyo (Eastern capital), is the chief city in Japan. The river Ogawa divides it into two parts, and it is traversed by several canals which divide it into eight principal districts. The chief features about the city are the numerous bridges, barracks, hotels, temples to the God of War, and Buddhist, and Shinto temples. The temple of Quanon merits special attention from tourists and those who want to "read it up" had better invest in a copy of the "Hongkong Directory and Hong List," published at the office of the *Hongkong Telegraph*, and therein peruse the graphic description of this and other objects of deep interest in this semi-civilized capital, in the semi-civilized country of a semi-civilized people.

The entire population of the city amounted to 1,036,771 last year, that is exclusive of foreigners, who probably number less that four hundred altogether. In point of superficial area, Tokio covering 21 square miles, is the next largest city to London. Since the terribly destructive fire of 1879 great improvements, I am told, have been made in the arrangement of the streets and the type of dwellings, bricks and mortar taking the place of planks, shingles and straw.

There are about forty native "sheets" (as you call them) published here; most of them are well conducted in every sense of the word, from a Conservative point of view. Liberty of the press is yet unknown though—a shocking blot on Japan's character. You, my dear sir, could not possibly run your smart paper a week here—you'd be in jail and your apparatus burnt. That would be the style chop chop.

It may interest your readers to know that His Imperial Mayjesty Mutsu Hito Emperor of Japan, was born at Kioto on the 2nd day of the 9th month, in the 5th year of Kayei (Nov. 3rd 1852), second son of the late Emperor Komei; nominated Prince Imperial and Heir Apparent, succeeded to the throne on the death of his father on the 13th of February 1867. He was crowned at Kioto, the western capital, on the 12th of October 1868.

In my next I'll describe other things of general interest, and wind up with a special chapter on Japanese Anglo-American and Anglo-German education. Then, too, there is the army, the navy and the Japanese steamship line (of over 40 magnificent vessels) to be brought to the notice of "your *one* reader!" (Now, don't be angry, Bob!) Chin chin. By and by more plenty litee you.

"JAPANESE AS SHE IS SPOKE."

BY THE SINOLOGUE.

Ha-itai ta! ta!=Toothache.
Kozukai=A kleptomaniac.
Machi=Waiting. The Japanese are always waiting for something or other. They make very good waiters.
Hone-oru=To break a person's bones.
Tempo shinjo komarimas=The Public Hall.
Tabako chiri chin chan chan chiri chi chin chin=Smoking concert.
Komban rusu=Night off—Mail night.
Hito baka ni shite="None of your larks, what do you take me for."
Hajimete o me ni kakarimas="This is the first time I ever saw you in my life."
O rei ni agatta="I came to live in the servant's quarters."
O hisashi buri="'Tis years since last we met."
Mata ochikai uchi ni="And we may never meet again."
O kokoro yasu, nanibun doka=The Confidence Trick.
Ijinsan o hairinasai="For I was a stranger and you took me in."
Ayamarimas="Beg yours, don't do it again."
Kaisha=Unlimited non-liability company. A name and nothing more.
Tadaima yaki pan yaro="I will now give you a toast."
Kataki-uchi=Japanese jurisdiction.
Guaikokujin=Teachers or Masters. The other uses for foreigners in this country are to relieve the chronic distress and poverty of the inhabitants, to build and repair Buddhist temples, schools and all other public institutions, to subscribe to every thing, and to buy up all the produce of the country, all of which they do from purely philanthropic motives.
Nihonjin=Pupils of *Guaikokujin* (taught on the "spare the rod" principle) who have the faculty of blind imitation so characteristic of our common ancestor. This in the eyes of foreigners whom they imitate, covers a multitude of defects.
Damé=This word explains itself.
Niubai=Japanese spelling of "New buy," the time for buying the new season's teas.
Umaretahi="When I was a year old."
Omae nani=What do you want? Have you any special business with me? If not, to what am I indebted for the pleasure of this call? Would you kindly tell me your name, also your business, profession, or status in society? What have you been doing, what are you going to do, and what is your opinion about things in general? Thus the phrase would be correctly rendered by the English word, "Interviewing," as, indeed, Mr. Chamberlain has it in his "Things Japanese."
Kuri=A Chestnut. *Furui kuri da*="That's an old chestnut."
Nippon Asia Kai=The Asiatic Society of Japan, or literally, "the buying up of Asia by Japan." *Kai* being the *Ano ne* or "stem" of *Kau* which means "to buy."
Oyoso hito no issho ni mottomo tanoshiki koto wa muchu ni jojin wo miru ni shiku mono wa araji="Oh! there's nothing so sweet in life as love's young dream."
Amma kami shimo go hiaku mon=Massage.
Art.—Japanese art is perfect, the fulness of art, or art-fulness.
Ryuko-byo=Fashionable crazes.
[The last three definitions are taken from Mr. Chamberlain's book. T. S.]
Aino-ko—Has nothing to do with the race of Ainos up north, or their children (*ko*), as some sinologues seem to suppose.
Eta—now *shinheimin*=The servants of foreigners.
Hanamini iku=To go botanizing.
Ro=A Jail, from the English word "Law." The Japanese are defective in articulation and can't pronounce "l" or "aw." They cannot thus get nearer to "law" than *ro*. Hence above apparently far-fetched derivation. Any amount of European civilization will not enable them to overcome this obstacle. Going to law and going to Jail would seem from this to be somehow associated in their minds.
Chishima or the "thousand Islands," is a chain of islands running N.E. from the Hokkaido. The former name of these islands was the Kuriles, but as the Japanese could not pronounce this word they changed it to *Chishima*. By the way, we have counted these Islands and there are nothing like 1000 of them.

A facetious correspondent who signs himself "Tummy" asks us to insert his definition of *kiredomo* and we do so with pleasure while disclaiming all responsibility for the spelling. Thusly:—

Kerry-domo="My home in Ireland."—*Japan Herald.*

HONGKONG'S GREAT NEED.

It would appear from the following—anent the necessity for a change in India—that "our island home" is no more out of the running, from a strictly business point of view, than the far-famed port of Calcutta—the seat of vast commerce, infinite wisdom, and much perspicuity. The remarks of the *Englishman* upon this subject are applicable, in almost every particular, to our case in Hongkong, and should show those who live upon the principle of sufficient unto the day is the evil thereof, that they have all to gain and nothing to lose by casting in their lot with those who may and ought to come forward with some feasible scheme for a Hongkong Stock Exchange. The *Englishman* says:—

"The benefit which would be conferred on the trade and commerce of by the erection of a mercantile Exchange have more than once been set forth in these columns, and are now generally admitted by business men. It is not too much to say that an Exchange is rapidly coming to be regarded as a necessity. The strongest proof of the utility of such an institution to all the leading branches of trade lies in the fact that of late each branch has found it necessary to form its own particular Association, at whose periodical meetings the members are afforded the opportunities of keeping "in touch" with each other which could be more easily and thoroughly effected during the daily hour of "high 'Change." Weekly or fortnightly conferences of men whose business interests are virtually identical have certain advantages, but it is evident that the gain to a particular branch of trade is frequently a loss to the community at large. It is quite as desirable that opportunities should be afforded for the association of those whose interests are, seemingly, though not truly, at variance as that those engaged in a particular branch of trade should assemble at short intervals to discuss measures for their own "protection." At best, the Association meetings are an inefficient substitute

for the daily intercourse which would be secured to their members by regular attendance on Change. It is, indeed, high time that the isolation of Calcutta merchants, agents, and manufacturers should give way to the daily intercourse with their fellows which is a guaranteed privilege in all Western commercial centres.

As things are at present in Calcutta, a merchant is dependent upon brokers for regular information concerning the transactions of others in the commodities in which he trades. From the nature of his business, it is, of course, impossible for the broker to identify his interests at one and the same time with those of both buyer and seller, and just so far as he fails to do this in each particular instance is his value as a reliable agent impaired. It is to the credit of European brokers as a class that they may be trusted not to subordinate the interests of a client to their own temporary advantage, but in some branches of business they have almost entirely given place to the Indian *dadal*, who cannot be equally depended upon by those who are compelled to work through his agency. The *dadal* certainly does not exert himself to lessen the jealousies of competing merchants, but too frequently makes them asource of profit to himself. It has been said that the establishment of an Exchange would seriously decrease the emoluments of brokers. Experience however points the other way, for nowhere are brokers so wealthy as on the busiest Exchanges of Europe and America. It is likely that the innovation would modify to some extent the conditions under which the broker now works and that more responsibility and risk would accompany the reform which brought him enhanced profits and importance. But on the other hand he would be spared much personal exertion, while mental acuteness would secure a large portion of the reward which now falls to mere dogged persistence and physical activity. The broker would continue to be as indispensable as he is now, but in common with others he would find his work facilitated by an innovation which would allow much of it to be accomplished on Change. Enough has been said of the benefits which would accrue to the mercantile class if the Calcutta Exchange should become an accomplished fact. It is not necessary to add here a full prospectus of the scheme, the main outlines of which readily suggest themselves. A large and cool room in a central part of the city is, of course, the main essential, although the project to be really successful should be carried out on a scale worthy of Calcutta, and should combine, some of the features of the Club and the restaurant. Connected with the Exchange, and under the same roof, there should be a luncheon-room, and, around the Exchange hall, a number of smaller rooms for meetings of Committees, Associations, and for the display of samples. The rest of the scheme is merely a matter of detail and could be easily settled if once the project were to take a definite shape. Of course a preliminary question as to the admission of natives would have to be settled, but the difficulty could easily be got over. Perhaps, the best plan would be the division of the Exchange into two halls, with a common meeting ground. By such an arrangement the quiet transaction of business among the European members would not be disturbed by the babel of tongues which would accompany the admission of the loud-voiced Marwari, whose commercial instincts would in any case insure his daily attendance at the new centre of business."

In the above substitute Hongkong for Calcutta, leave out the luncheon-room part of the programme, and the nail will be hit fairly on the head. To partition off Natives would be unnecessary here. There should be a door past which "incorrigibles" of any nationality should not be allowed to trespass.

THE CHINESE NAVY.

The Chinese Government has allowed Captain Lang, R.N., to resign the position which was no longer tenable, of Co-Admiral in the Chinese service, and in so doing has declared, for the third time, by acts more authoritative than words, the settled determination of China to admit no foreigner to a position of trust in her militant services. The subterfuges under which this fixed policy has been covered up in order to make the service palatable to Captain Lang and admissible under the rules of the English Admiralty have been creditable to Chinese ingenuity—a kind of astuteness which we have never denied to them; and the unpolished manner in which the mask was finally thown off was also in harmony with Chinese usage. Those who have dealings with Chinese Officials know that such things are, so to speak, "all in the day's work." It is not our purpose therefore to dwell on the particular incident which led to the unwelcome discovery by Captain Lang that he had been the victim of misunderstanding, and that the Viceroy Li, in giving him his appointment in 1886, had intentions which Captain Lang was not at the time permitted to penetrate. Nor is it of primary importance to enquire how far His Excellency Li Hung-chang is himself a free agent in such matters, or whether he also is the slave of a system which is bound fast in the traditions of the Empire. The question which really interests not China alone but also those foreign Powers which are either friendly or potentially hostile to the development of her militant strength is what attitude she intends finally to take up towards those external influences from which, whether friendly or the reverse, she cannot escape. Thirty years' experience of more or less amicable foreign intercourse, during which time foreign auxiliaries have been employed and extensive use has been made of Western teaching in the science and the art of War, has failed to eradicate from the Chinese mind the constitutional distrust of foreigners which is one of its most characteristic features. This is not a matter for animadversion, but rather for careful observation, for though without historical justification (all her traitors having been pure Chinese), the feeling displays itself in many different forms, at all times, and under all circumstances, and it is therefore a factor to be reckoned with in all foreign intercourse with China; and in all estimates that may be made of the state and prospects of the country.

In its essence the jealousy of foreigners, in every capacity, is a patriotic and praiseworthy sentiment, and even the stubborn way the Chinese fight for the principle in face of their obvious interests commands a certain amount of admiration. A nation of less importance than China and without her weight of accumulated prestige might be excused for rebelling against the implied superiority of foreigners, and still more from placing her most vital interests in their hands; and although there is not a nation in Europe but what has availed itself of the services of distinguished foreigners, elevating them even to the highest positions, the disparity between China and the West is much greater than that between Western countries. In theory therefore it is easy to find ground for sympathy with the Chinese exclusive feeling. But the interests of the State overlap all sentiment, however respectable, and the action of the Chinese Government must be judged by its suitability to the actual circumstances of the time. A general objection to wooden legs may have to yield to the necessity for wearing one; and it is the struggle between the national feeling and the national requirements which imparts the real interest to the present phase of Chinese state craft.

The importance which the Government attaches to the Navy is sufficiently attested by the large sums of money which have been expended on it; and the measures—all strange and foreign—to which the Government has submitted, in order to render it efficient. As the whole had to be created out of nothing, foreigners had to be employed from the inception to the consummation, and as we have remarked more than once, considering the absolute helplessness of the Government, the faithful and valuable service it has obtained from its foreign employés in all departments has been most remarkable. The history of the Navy is well-known; it has been unrolled before our own eyes. Its attainments may be summed up in the promise given by Captain Lang, when assuming his second term of service, that with a free hand he would in five years make it fit for war. That he has spared no labour to redeem this promise is well known, and extraordinary, almost incredible, progress has been made towards it. Unfortunately the "little knowledge" the Chinese cadets have acquired has had the usual effect of making them conceited, and imagining that the presence of a foreign Admiral in joint command of the fleet blocked the way of their legitimate ambition the Chinese officers have been incessantly intriguing to render his position untenable, and they have at last succeeded. These smart fellows, full of school learning as they are, have yet much to learn in seamanship and the handling of such formidable and delicate machines as modern ironclads with torpedo apparatus and all the rest may be considered as quite beyond their present capacity. As for the Chinese Admiral, he belongs to the old school, and though possessing all the personal qualities of a naval commander, science overtook him too late in the journey of life to be of any practical service to him. He must therefore henceforth be entirely in the hands of his subordinates, who will wield the power while he retains only the responsibility. Not an enviable position. As there is absolutely no one in or connected with the Chinese Government from the Emperor downwards who knows a ship's stem from its stern, these ambitious youths will now be subject to no competent surveillance, and it is not casting any special reflections on them to predict what will happen when the relaxation of discipline has become a little more developed. The best service in the world would be rapidly demoralized by such trying conditions, and we may be sure that within twelve months the state of the Chinese navy will be such as the enemies of the country would devoutly desire. And general causes, efficient as they are in a destructive sense, will in this case be powerfully aided by special causes. The agitation that has been going on among the officers has had for its proximate object the establishment of Home Rule in the service, the introduction of clan government. The most powerful faction is composed of cadets of the Foochow School, and following the usual Chinese practice they have banded themselves against all the non-Fukienese officers and men in the ships. As they have driven out Captain Lang so will they hope to drive out every one who does not own allegiance to the clan, and the vacancies will be filled up by brothers and cousins without special regard to competency. In a word the Fukienese will make of the navy what the Chinese try to make of every other institution, a close corporation for themselves. There is no finer material to be found along the coast of China for naval work than the bold and hardy population of Fukien, and if one province is to monopolize the service none has a better right to that privilege. But the clan system is fatal to efficiency in anything, and more particularly in a service where the utmost precision, punctuality, and regularity are imperative, and complete and absolute authority from the Commander-in-Chief down-wards through all grades is the keystone of safety. Under the ancient Chinese system the commanders will only be able to exercise their authority subject to the approval of their guild, whose will, and not that of the Admiral in command, will rule the internal economy of the ships. Needless to enlarge on such a topic, as no argument is required to prove what a destroying cancer the clan system will introduce into the navy. Things are bad enough now, when ships stranded are not allowed to be docked for repairs, but when the discipline of the Chinese navy comes to be controlled by family ties the ships will soon be converted into mere food for powder, and their course will be straight towards the Pagoda Anchorage, of ominous memory.—*Chinese Times.*

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

TO-MORROW,

the 5th July, 1890, at NOON, at Messrs. S. J. David & Co.'s Godown, Ice House Street.

55 Bales BOMBAY COTTON YARN, Ex S.S. "MELPOMENE."

75 Bales BOMBAY COTTON YARN, Ex S.S. "THIBET."

(More or less Damaged by Sea Water).

FOR ACCOUNT OF THE CONCERNED.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, to be at purchaser's risk on the fall of the hammer.

H. N. MODY,
Auctioneer.

Hongkong, 4th July, 1890. [1006

STEAM TO STRAITS AND BOMBAY,
(Calling at Colombo if sufficient inducement offers).

THE P. & O. S. N. Co.'s Steamship

"VENETIA,"

Captain C. Gadd, will leave for the above places, on FRIDAY, the 11th inst., at DAYLIGHT.

E. L. WOODIN,
Superintendent.

Hongkong, 4th July 1890. [1004

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, and BOMBAY, having connexion with Company's Mail Steamer to ADEN, SUEZ, PORT SAID, TRIESTE, VENICE and FIUME.

THE Company's Steamship

"THISBE,"

Captain E. Perini, will be despatched as above on the 18th instant, at NOON, taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, BLACK SEA, LEVANT, and ADRIATIC PORTS.

Cargo will not be received on board after 3 P.M. prior to date of sailing.

For further information as to Passage and Freight, apply to

DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 4th July, 1890. [1005

Intimations.

HONGKONG TRADING CO., LTD.

(LATE THE HALL & HOLTZ CO-OPERATIVE COMPANY, LIMITED.)

IMPORTANT

CLEARANCE SALE.

MONDAY NEXT AND DURING THE MONTH.

FURNITURE, FURNISHING REQUISITES.

ONE HUNDRED OIL PAINTINGS. ELECTRO PLATED WARE.

GLASS WARE, HOUSE HOLD LINENS, &c., &c.

AT SALE PRICES.

☞ *See Circulars.*

HONGKONG TRADING CO., LTD.

(Late THE HALL & HOLTZ C. Co., Ld.)

Hongkong, 3rd July, 1890 [3

CITY HALL, HONGKONG.

CROWDED NIGHTLY.

HARRY STANLEY'S OPERATIC COMPANY.

THIS EVENING,
"YEOMAN OF THE GUARD."

TO-MORROW,
GRAND VARIETIES CHANGE OF PROGRAMME.

PRICES AS USUAL.

Hongkong, 4th July, 1890 [983

THE HONGKONG & KOWLOON WHARF AND GODOWN Co., LD.

NOTICE TO SHAREHOLDERS.

AN Extraordinary General MEETING of SHAREHOLDERS in the above Company will be held at the Chamber of Commerce Room, City Hall, at 12.30 p.m., on SATURDAY, the 19th July, 1890, to elect a Committee in accordance with the following resolution passed at the Annual General Meeting of Shareholders on 28th ultimo:—

"That a Committee of Investigation be appointed to examine into and report on the working of the business. The Directors to appoint two and the general body of Shareholders two."

By Order,

EDWARD OSBORNE,
Secretary.

Hongkong, 4th July, 1890. [1009

FOR NEW YORK.

THE 3/3 L. I. I. British Ship

"N. B. LEWIS."

Gallison, Master, shortly expected, will load here for the above Port, and will have quick despatch.

For Freight, apply to

REUTER, BROCKELMANN & Co.

Hongkong, 4th June, 1890. [1007

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES AND EUROPE;
VIA
THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS

THE British Steamship

"ABYSSINIA,"

3,651 Tons Register, Captain G. A. Lee, will be despatched for VANCOUVER, B.C., *via* INLAND SEA, KOBE and YOKOHAMA, on THURSDAY, the 17th July.

To be followed by the S.S. "PARTHIA" on the 24th July.

Connection will be made at Yokohama with Steamers from Japan Ports, and at Vancouver with Pacific Coast Points, by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To Vancouver and Victoria...(Mex.)$210.00
To Montreal, New York, &c..... 290.00
To Liverpool..... 325.00
To London..... 330.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to Points in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 P.M. on the 16th July.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 P.M. the day previous to sailing.

For information as to Passage or Freight, apply to

ADAMSON, BELL & Co.,
Agents.

Hongkong, 4th July, 1890 [14

THE DARVEL BAY TRADING COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the Darvel Bay Trading Company, Limited, will be held at No. 9, Queen's Road, Victoria, Hongkong, on MONDAY, the 7th day of July, 1890, at 12 o'clock at Noon, when the subjoined Resolution, which was passed at the Extraordinary Meeting of the Company held on the 21st day of June, 1890, will be submitted for confirmation as a

SPECIAL RESOLUTION.

That the Company be wound up voluntarily under the Provisions of the Companies' Ordinances 1865 to 1886, and that Frederick Alexander Alfred Buring Brockelmann and Justus Freidrich Heinrich Heyn, composing the Firm of Reuter, Brockelmann & Co., be the Liquidators of the said Company, and their remuneration as such Liquidators be the same as that allowed them as General Managers of the Company.

Dated this 23rd day of June, 1890.

REUTER, BROCKELMANN & Co.,
General Managers.

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Consignees.

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO', LIVERPOOL, AND SINGAPORE.

THE Company's Steamship

"PARLING"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed at their risk, into the Godowns, of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before NOON, the 9th instant, or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 9th inst., at 4 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 9th inst., will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 a.m., TO-DAY, the 3rd inst.

Bills of Lading will be countersigned by

ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 3rd July, 1890. [997

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship "BELGIC"

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

CHAS. D. HARMAN,
Agent.

Hongkong, 28th June, 1890. [2

Intimations.

W. S. MARTEN,

ARTISTIC DECORATOR,
AND
HOUSE AND ESTATE AGENT,
2, DUDDELL STREET,
HONGKONG.

Hongkong, 6th April, 1890. [574

SPECIAL NOTICE.

W. S. MARTEN, of No. 2, Duddell Street, intends shortly to publish a Register of "HOUSES TO LET" and "HOUSES WANTED," also requirements of all kinds connected with House Furnishing from those who have Furniture, etc., to sell, and also from intending purchasers.

No charge for advertising in Register.

Hongkong, 24th June, 1890. [958

TO LET UNFURNISHED,
From August 1st.

TWO GOOD ROOMS, with Bath Room, in the Caine Road. Rent moderate. Splendid View of the Harbour.

Apply to

W. S. MARTEN,
2, Duddell Street.

Hongkong, 3rd July, 1890. [999

KOWLOON.

TO LET UNFURNISHED.

NOS. 4 & 5, VICTORIA VIEW, containing Drawing-room, Dining-room, 3 good Bed-rooms, &c. A capital Tennis Ground. The rooms face the Harbour, and have a splendid view of Hongkong.

For further particulars, apply to

W. S. MARTEN,
2, Duddell Street.

Hongkong, 25th June, 1890. [965

KOWLOON.

TO LET UNFURNISHED.

"KIMBERLEY."

BEAUTIFULLY Situated, containing Dining-room, Drawing-room, two Bed-rooms, and usual Quarters.

For further particulars, apply to

W. S. MARTEN,
2, Duddell Street.

Hongkong, 25th June, 1890. [966

TO LET, UNFURNISHED.

NO. 78, CAINE ROAD, containing Dining Room, Drawing Room, Three Bed-rooms and Bath Rooms.

Excellent Quarters for servants.

For further particulars, apply to

W. S. MARTEN,
2, Duddell Street.

Hongkong, 11th June, 1890. [888

CAPTAIN GEORGE TAYLOR,

INLAND SEA and JAPAN COAST PILOT.

Telegraphic Address;
POWERS,
Nagasaki.

Hongkong, 8th April, 1890. [571

Intimations.

THE HONGKONG BRICK AND CEMENT COMPANY, LIMITED.

NOTICE is hereby given to the Holders of Shares in the above Company, on which the CALL of $1 per Share due 3rd March, 1890, is still unpaid, that unless said Calls, with interest at the rate of Ten per centum per Annum from due date, be paid at the Company's Office, 18, Bank Buildings, Queen's Road, Hongkong, on or before the 8th day of July next, the said Shares will be dealt with by the Directors in accordance with terms of the Company's Articles of Association.

W. H. WALKER,
Secretary.

Hongkong, 30th June, 1890. [987

WANTED, an experienced EUROPEAN ENGINE-FITTER, to erect and take charge of Engines and Boilers. Permanent situation for a suitable man. Apply by letter only, stating experience, salary required, &c., to MANAGER, Hongkong Electric Co., Ld.

Hongkong, 1st July, 1890. [990

JUST FROM THE PARIS EXHIBITION.
FROM TUESDAY, JULY 1st FOR A FEW DAYS ONLY,
A NOVEL ENTERTAINMENT,
THE GRAND TRANSPARENT PANORAMIC SALOON,
No. 30, WELLINGTON STREET,
(Corner of D'Aguilar Street).

Open daily from 10 a.m. to 11 p.m.

Admission .....20 Cents.

For full particulars see hand-bills.

M. HIRSCH,
Proprietor.

*** Every visitor will receive a fancy present, as a remembrance of the Panorama, without any extra charge.

Hongkong, 20th June, 1890. [984

THE PEAK HOTEL AND TRADING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the SECOND CALL of $15 (Fifteen Dollars) per Share in the above Company is hereby made and is payable at the Hongkong & Shanghai Banking Corporation, on or before July 17th, 1890.

Interest at the rate of 12 per cent. per Annum will be charged on all Calls overdue.

By Order of the Board of Directors,

J. WHEELEY,
Secretary.

Hongkong, 16th June, 1890. [917

THE BOA VISTA.

BISHOP'S BAY, MACAO.

THIS House, situated on the Coast in one of the best and healthiest parts of Macao and commanding an admirable view facing the South, will be OPENED as an HOTEL on the 1st July next.

Every comfort will be provided for visitors with excellent cuisine and choice Wines.

Hot, Cold, Shower and Sea Water Baths. Large and well Ventilated Dining, Billiard, and Reading Rooms, and well supplied Bar.

A small dairy is attached to the premises.

MRS. MARIA B. DOS REMEDIOS,
Proprietress.

Macao, 28th June, 1890. [978

THE PEAK HOTEL AND TRADING COMPANY, LIMITED.

NOTICE OF RE-OPENING.

A portion of the New Buildings of the above Company, known as the PEAK HOTEL and situated at Victoria Gap, adjoining the tramway station, being completed and furnished, business will be commenced on SATURDAY next, the 14th instant. Residents and visitors wishing to stay at the Peak will find every comfort and accommodation, together with refreshing cool breezes and magnificent view.

Special attention has been given to the Dining Rooms and Bar, to make this a pleasant resort for residents during the hot summer months.

The TABLE D'HOTE is supplied with every available luxury, and the cuisine, being under special management, is by far the best in or near Hongkong.

WINES and SPIRITS, &c.; only the best brands and quality are kept.

W. THOMAS,
Manager.

Hongkong, 13th June, 1890. [902

Geo. Fenwick & Co.,

LIMITED,

VICTORIA FOUNDRY, WANCHAI.

ENGINEERS, IRON and BRASS FOUNDERS, GOVERNMENT & GENERAL CONTRACTORS, &c.

Established 1880.

Hongkong, 20th January, 1890. [195

TOURISTS

ARE cordially invited to call and inspect our choice collection of Japanese and Chinese FINE ART CURIOS, which is unequaled in Japan.

Every article guaranteed as represented. No trouble to show goods. One price only.

DEAKIN BROS. & Co.,
16 Bund, Yokohama,
next door to
Farsari's Photographic Studio.

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NOTICE.

JEYE'S SANITARY COMPOUNDS COMPANY, LIMITED.

JEYE'S WOOD PRESERVER OR ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices, Extra Special terms for Shipping and large Orders.

Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board London, says

"It is the best Disinfectant in use."

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 19th June, 1888. [17

NOTICE.

THOMAS KERR & CO.

ENGINEERS, BOILER-MAKERS AND CONTRACTORS,
YAU-MA-TI ENGINEERING WORKS,
Kowloon.

Hongkong, 6th June, 1889. [26

Notices of Firms.

NORTH CHINA INSURANCE COMPANY, LIMITED.

ON and after TO-MORROW, the 4th inst., Mr. W. H. PERCIVAL will resume his duties as AGENT of the Company at this Branch.

By Order of the Court of Directors,

B. C. T. GRAY,
Acting Agent.

Hongkong, 3rd July, 1890. [998

NOTICE.

THE PARTNERSHIP heretofore subsisting between EDWARD CONSTANT RAY and GEORGE HENDERSON WATT is this day dissolved by Mutual Consent.

E. C. RAY.
GEO. H. WATT.

Hongkong, 3rd July, 1890. [1000

WITH reference to the above the business of SHIP, SHARE, and GENERAL BROKER will be continued by me in my own name.

E. C. RAY.

Hongkong, 3rd July, 1890. [1001

NOTICE.

I HAVE established myself in business in this Colony as SHIP, SHARE, and GENERAL BROKER on my own account from this date.

GEO. H. WATT.

Bank Buildings,
Hongkong, 3rd July, 1890. [1002

NOTICE.

DURING my temporary absence from the Colony Mr. J. W. CROKER is appointed Acting MANAGER for Geo. Fenwick & Co., Ltd.

GEO. FENWICK,
General Manager.

Hongkong, 2nd July, 1890. [995

NOTICE.

I HAVE established myself as MERCHANT and COMMISSION AGENT at Foochow, under the style and firm of F. C. KEEKA & Co., Foochow.

F. C. KEEKA.

Foochow, 6th June, 1890. [901

To be Let.

TO LET.

NO. 9, SEYMOUR TERRACE.

No. 4, OLD BAILEY STREET.

OFFICES and CHAMBERS in Connaught House, Queen's Road Central.

No. 7, SEYMOUR TERRACE.

No. 13, SEYMOUR TERRACE.

Apply to

DAVID SASSOON, SONS & Co.

Hongkong, 4th July, 1890. [12

TO LET.
With Immediate Possession.

GROUND FLOOR No. 2, Blue Buildings.
2ND FLOOR No. 2, Blue Buildings.
1ST FLOOR No. 3, Blue Buildings.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, 1st July, 1890. [988

TO LET.

TWO COMMODIOUS HOUSES in Carlton Terrace, Queen's Road East. Rent moderate.

Apply to

G. R. LAMMERT.

Hongkong, 1st July, 1890. [989

TO LET.

HOUSES Nos. 71 and 77, Wyndham Street, each have 6 spacious Rooms.

Apply to

THE HEAD SHROFF
of the Chartered Bank of India, &c.

Hongkong, 5th May, 1890. [716

TO LET.

NO. 3, MORRISON HILL.
Immediate entry.

Apply to

G. C. ANDERSON,
13, Praya Central.

Hongkong, 22nd April, 1890. [658

TO LET.

A HOUSE in WEST TERRACE.
Immediate Entry.

Apply to

G. C. ANDERSON,
13, Praya Central.

Hongkong, 3rd May, 1890. [511

TO LET.

ONE LARGE ROOM on the Ground Floor of 13, Praya Central. Suitable for an Office.

Apply to

G. C. ANDERSON,
13, Praya Central.

Hongkong, 28th March, 1890. [497

TO LET.

NOS. 21 and 35, ELGIN ROAD, behind the Old Union Church.

Apply to

ACHEE & Co.,
17, Queen's Road Central.

Hongkong, 19th June, 1890. [554

TO BE LET,
Just below Peak Flagstaff.

BAHAR LODGE.—FURNISHED.

Apply to

HUGHES & EZRA.

Hongkong, 17th April, 1890. [632

TO LET.

FIRST FLOOR of HOUSE, 15, Praya Central.

2ND FLOOR of HOUSE, No. 64, Queen's Road Central.

Apply to

LAI HING & Co.,
No. 153, Queen's Road Central.

Hongkong, 22nd March, 1890. [469

TO LET,
Possession from 1st June next.

HOUSE No. 22, ELGIN TERRACE.

Apply to

J. SAMUEL,
No. 24, Elgin Terrace.

Hongkong, 7th May, 1890. [707

Commercial.

CLOSING QUOTATIONS.

Hongkong and Shanghai Bank—199 per cent. premium, buyers.

Union Insurance Society of Canton—$100 per share, buyers.

China Traders' Insurance Company—$74 per share, sellers.

North China Insurance—Tls. 240 per share, sellers.

Canton Insurance Company, Limited—$125 per share, sellers.

Yangtsze Insurance Association—Tls. 84 per share, sellers.

On Tai Insurance Company, Limited—Tls. 150 per share.

Hongkong Fire Insurance Company—$350 per share, buyers.

China Fire Insurance Company—$85 per share, buyers.

Hongkong and Whampoa Dock Company—$55 per cent. premium, buyers.

Hongkong, Canton, and Macao Steamboat Co.—$37 per share, buyers.

China and Manila Steam Ship Company—103 per share, buyers.

Hongkong Gas Company—$135 per share, sellers.

Hongkong Hotel Company—$180 per share, sellers.

Hongkong Hotel Co.'s Six per-cent. Debentures—$501.

Indo-China Steam Navigation Company, Limited—25 per cent. dis., sellers.

Douglas Steamship Company—$54 per share, buyers.

China Sugar Refining Company, Limited—$175 per share, sellers.

Luzon Sugar Refining Company, Limited—$89 per share, buyers.

Hongkong Ice Company—$95 per share, sellers.

Hongkong and China Bakery Company, Limited—$80 per share.

Hongkong Dairy Farm Co., Limited—$10 per share, sellers.

A. S. Watson & Co., Limited—$21 per share, buyers.

Chinese Imperial Loan of 1884 B—2½ per cent. premium, sellers.

Chinese Imperial Loan of 1884 C—5 per cent premium, buyers.

Chinese Imperial Loan of 1886 E—11 per cent. premium.

Hongkong Rope Manufacturing Company, Limited—$110 per share, buyers.

The Hongkong Steam Laundry Co., Ld.—$25 per share, nominal.

Punlor and Sunghie Dua Samantan Mining Co.—$8½ per share, buyers.

The Raub Gold Mining Co., Ld.—$2⅞ per share, sellers.

The Balmoral Gold Mining Co., Limited—$13½ per share, buyers.

Hongkong and Kowloon Wharf and Godown Company—$81 per share, sellers.

Tonquin Coal Mining Co.—$275 per share, sellers.

The Hongkong High-Level Tramway Co., Limited—par, buyers.

The East Borneo Planting Co., Limited—$20 per share, sellers.

H. G. Brown & Co., Ld.—$45 per share, sellers.

The Songei Kovah Planting Co., Ld.—$20 per share, sellers.

Cruickshank & Co., Ld.—$40 per share, nom.

The Steam Launch Co., Limited—nominal.

The Austin Arms Hotel and Building Co., Ld.—50 per cent. dis., sellers.

The China-Borneo Co., Ld.—$15 per share, sale.

The Darvel Bay Trading Co., Ld.—$8 per share, nominal.

The Hongkong Brick and Cement Co., Ld.—$18 per share, sellers.

The Green Island Cement Co.—$28 per share, sellers.

The Hongkong Land Investment Co., Ld.—$90 per share, sellers.

The Hongkong Electric Light Co., Ld.—$5½ per share, sellers.

Geo. Fenwick & Co., Limited—$22 per share, sellers.

The West Point Buildings Co., Ld.—$35 per share, sellers.

The Peak Hotel and Trading Co., Ld.—$10 per share, sellers.

The Labuk Planting Co., Ld.—$17 per share, nominal.

The Lamag Planting Co., Ld.—$15 per share, sellers.

The Jelebu Mining and Trading Co., Ld.—$4½ per share, sellers.

The Selama Tin Mining Co., Ld.—$3 per share, buyers.

The Shameen Hotel Co., Ld.—$5 per share, nominal.

The Kowloon Land Investment Co., Ld.—$18 per share, sellers.

The Trust and Loan Co. of China and Japan.—$13½ per share, buyers.

The Hongkong Marina, Limited—par, nominal.

EXCHANGE.

ON LONDON.—Bank, T. T. 3/4⅞
Bank Bills, on demand 3/4⅞
Bank Bills, at 4 months' sight...3/5⅛
Credits at 4 months' sight 3/5⅛
Documentary Bills, at 4 months' sight 3/5⅛

ON PARIS.—
Bank Bills, on demand.....4.27
Credits, at 4 months' sight.....4.37
ON INDIA, T. T.....222
On Demand.....222½

ON SHANGHAI.—
Bank, T. T.....71⅞
Private, 30 day sight 72½

OPIUM MARKET.—THIS DAY.

NEW MALWA, per picul..... $520
(Allowance, Taels 16 to 48).
OLD MALWA, per picul .....$530 to $550
(Allowance, Taels 16 to 48).
NEW PATNA, (without choice) per chest ... $490
NEW PATNA, (first choice) per chest $492½
NEW PATNA, (bottom) per chest..... $500
NEW PATNA, (second choice) per chest... $487½
NEW BENARES, (without choice) per chest $485
NEW BENARES, (bottom) per chest..... $497½
NEW PERSIAN (best quality) per picul..... $500
OLD PERSIAN (best quality) per picul..... $475
OLD PERSIAN (second quality) per picul... $425

CHINA COAST METEOROLOGICAL REGISTER.

3rd July, 1890.—At 4 p.m.

STATION.	Barometer red. to sea level and 32° Fah.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Vladivostock	.....	...	...	...	...	...	...
Tokyo	29.61	...	...	...	0	...	...
Nagasaki	29.58	...	...	SSW	...	...	...
Shanghai	29.57	82	81	WSW	3	b	...
Wenchow	.....	...	...	...	...	...	...
Foochow	29.67	91	67	s	1	c	...
Amoy	29.64	89	69	sw	3	b	...
Swatow	29.64	76	...	WSW	1	c	...
Hongkong	29.67	85	74	sw	2	c	...
Canton	29.66	89	77	s	2	c	...
Macao	29.67	89	73	SSW	2	bv	...
Holhow	.....	...	...	...	...	...	...
Haiphong	29.72	90	79	SSE	2	c	...
Anping	.....	...	...	...	...	...	...
Bolinao	29.80	87	72	WNW	2	b	...
Manila	29.77	89	91	sw	1	c	...

4th July, 1890.—At 10 a.m.

STATION.	Barometer red. to sea level and 32° Fah.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Vladivostock	.....	...	...	...	...	...	...
Tokyo	.....	...	...	...	...	...	...
Nagasaki	29.66	...	...	s	3	...	...
Shanghai	.....	...	...	...	...	...	...
Wenchow	.....	...	...	...	...	...	...
Foochow	.....	...	...	...	...	...	...
Amoy	29.67	85	72	w	2	...	...
Swatow	29.69	85	...	sw	1	...	...
Hongkong	29.70	84	77	sw	1	c	...
Canton	.....	...	...	...	...	...	...
Macao	29.70	86	88	s	3	cm	...
Heihow	.....	...	...	...	...	...	...
Haiphong	.....	...	...	...	...	...	...
Anping	.....	...	...	...	...	...	...
Pelinao	29.82	88	73	s	2	b	...
Manila	.....	...	...	...	...	...	...

The barometer continues falling and gradients are rather steep for south west winds. Cloudy, warm and rather dry weather prevails.

1—Barometer reduced to level of the sea in inches, tenths and hundredths. 2—Temperature in the shade in degrees, Fahrenheit. 3—Humidity in percentage of saturation, the humidity of air saturated with moisture being 100. 4—Direction of the wind to two points. 5.—Force of the wind according to Beaufort scale. 6—State of the weather, *b* Blue sky, *c* Detached clouds, *d* Drizzling rain, *f* Fog, *g* Gloomy, *h* Hail, *l* Lightning, *o* Overcast, *p* Passing showers, *q* Squally, *r* Rain, *s* Snow, *t* Thunder, *v* Visibility, *w* Dew wet). 7—Rain in inches, tenths and hundredths.

W. DOBERCK.

Hongkong Observatory, 4th July, 1890

MAILS EXPECTED.

THE ENGLISH MAIL.

The P. & O. S. N. Co.'s steamer *Sutlej*, with the outward English mail, left Singapore on the 2nd instant at 11 a.m., and is expected here on the 7th.

THE AMERICAN MAIL.

The P. M. S. S. Co.'s steamer *City of Peking*, left San Francisco, *via* Honolulu, for Yokohama and this port on the 14th ultimo.

THE CANADIAN MAIL.

The Canadian Pacific Steamship Co.'s steamer *Parthia*, with the Canadian mail, left Vancouver on the afternoon of the 21st ultimo for Japan and Hongkong.

STEAMERS EXPECTED.

The P. & O. S. N. Co.'s extra steamer *Venetia*, from Bombay, left Singapore for this port on the 29th ultimo, and is expected here on the 5th instant.

The 'Ben' line steamer *Benalder*, from Antwerp and London, left Singapore on the 30th ultimo, and is expected here on the 6th instant.

The P. & O. S. N. Co.'s steamer *Verona*, left Nagasaki for this port on the 2nd instant at 5 p.m., and is due here on the 6th.

The 'Glen' line steamer *Glenlyon*, from London, left Singapore for this port this morning, and is due here on the 10th instant.

Shipping.

ARRIVALS.

FRIGGA, German steamer, 1,400, F. Nagel, 4th July,—Kobe 29th June, General.—Siemssen & Co.

YUENSANG, British steamer, 1,105, J. Slesser, 4th July,—Calcutta 18th June, and Singapore 28th, General.—Jardine, Matheson & Co.

DIOMED, British steamer, 1,432, Bartlett, 4th July,—Liverpool 19th May, and Singapore 28th June, General.—Butterfield & Swire.

CLEARANCES AT THE HARBOUR OFFICE.

Haitoong, British steamer, for Swatow, &c.
Nantes le Havre, French str., for Bangkok.
Ashington, British steamer, for Kobe, &c.
Ly-ee-moon, British steamer, for Saigon.
Marie, German steamer, for Haiphong.
Lennox, British steamer, for Singapore.

DEPARTURES.

July 4, *China*, German str., for Yokohama.
July 4, *Pakling*, British str., for Shanghai, &c.
July 4, *Cyclops*, British str., for Amoy, &c.
July 4, *Haitoong*, British str., for Swatow, &c.
July 4, *Ardgay*, British str., for Yokohama.
July 4, *Ashington*, British str., for Kobe, &c.
July 4, *Ningpo*, German steamer, for Shanghai.

PASSENGERS—ARRIVED.

Per *Yuensang*, str., from Calcutta, &c.—400 Chinese.

Per *Diomed*, str., from Singapore, &c.—9 Chinese.

REPORTS.

The British steamship *Diomed* reports that she left Liverpool on the 19th May, and Singapore on the 28th ultimo. Had very fine weather throughout.

The British steamship *Yuensang* reports that she left Calcutta on the 18th ultimo, and Singapore on the 28th. Had fresh gale and high cross sea from south on the 19th and 20th. The remainder of the passage had moderate winds and fine pleasant weather.

Post Office.

A MAIL WILL CLOSE

For Straits and Bombay.—Per *Bormida* to-morrow, the 5th instant, at 11.30 A.M.

For Bangkok.—Per *Nantes le Harve* to-morrow, the 5th instant, at 11.30 A.M.

For Amoy and Manila.—Per *Zafiro* to-morrow, the 5th instant, at 3.30 P.M.

For Shanghai.—Per *Toonan* to-morrow, the 5th instant, at 3.30 P.M.

For Swatow, Amoy, and Foochow.—Per *Haitan* to-morrow, the 5th instant, at 5.00 P.M.

For Saigon.—Per *Pollux* to-morrow, the 5th instant, at 5.00 P.M.

For Singapore.—Per *Frigga* on Monday, the 7th instant, at 9.30 A.M.

For Kobe and Yokohama.—Per *Miike Maru* on Monday, the 7th instant, at 4.30 P.M.

For Kobe and Yokohama.—Per *Miike Maru* on Monday, the 7th instant, at 4.30 P.M.

For Kobe, Yokohama, & San Francisco.—Per *Belgic* on Tuesday, the 8th instant, at 0.30 P.M.

For Europe, &c., &c.—Per *Rome* on Thursday, the 10th instant, at 11.00 A.M.

For Straits, Colombo, and Bombay.—Per *Venetia* on Thursday, the 10th instant, at 5.00 P.M.

SHIPPING IN HONGKONG.

STEAMERS.

ABYSSINIA, British steamer, 2,346, Geo. A. Lee, 24th June,—Vancouver 30th May, Yokohama 15th June, General.—Adamson, Bell & Co.

ASAGAO, Japanese steamer, 1,521, H. Selck, 2nd July,—Nagasaki 27th June, Coals.—Mitsu Bishi Colliery.

BELGIC, British steamer, 4,211, W. H. Walker, 27th June,—San Francisco 3rd June, and Yokohama 22nd, Mails and General.—O. & O. S. S. Co.

BORMIDA, Italian steamer, 1,499, C. Garazzo, 24th June,—Bombay 7th June, and Singapore 18th, General.—Carlowitz & Co.

BREMA, German steamer, A. Ott, 2nd July,—Bangkok 24th June, Rice.—Order.

CHOWFA, British steamer, 1,057, F. W. Phillips, 30th June,—Bangkok 24th June, General.—Yuen Fat Hong.

CHOYSANG, British steamer, 1,194, W. E. Sawer, 1st July,—Kutchinotzu 26th June, General.—Jardine, Matheson & Co.

DEVAWONGSE, British steamer, 1,057, P. H. Loff, 3rd July,—Bangkok 27th June, General.—Yuen Fat Hong.

DIAMANTE, British steamer, 514, G. A. Tayler, 28th June,—Manila 25th June, General.—Russell & Co.

DON JUAN, Spanish steamer, 656, R. Beltran, 3rd May,—Manila 30th April, General.—Brandão & Co

DORIS, German steamer, 771, F. Raben, 25th June,—Iloilo 20th June, Sugar.—Wieler & Co.

FAME, British steamer, 117, W. W. Allan.—Honokong Government tender.

FELBRIDGE, British steamer, 1,336, John Ruthen, 8th May,—Saigon 30th April, Rice.—Russell & Co.

GENERAL WERDER, German steamer, 1,820, M. Eichel, 1st July,—Yokohama 22nd June, Kobe 25th, and Nagasaki 27th, Mails and General.—Melchers & Co.

HAIPHONG, French steamer, 874, Aubert, 1st July,—Haiphong 29th June, General.—Messageries Maritimes.

HAITAN, British steamer, 1,183, S. Ashton, 3rd July,—Foochow 29th June, Amoy 1st July, and Swatow 2nd, General,—D. Lapraik & Co.

HESPERIA, German steamer, 1,136, L. Madsen, 2nd July,—Hamburg, and Singapore 26th June, General.—Siemssen & Co.

LENNOX, British steamer, 1,327, Swinnerton, 3rd July,—Amoy 1st July, Tea and General.—Adamson, Bell & Co.

LY-EE-MOON, German steamer, 1,2 8, G. Heuermann, 30th June,—Nagasaki 25th June, Coals.—Siemssen & Co.

MARIE, German steamer, 704, C. A. Hundewadt, 1st July,—Haiphong 29th June, Rice and General.—A. R. Marty.

MIIKE MARU, Japanese steamer, 2,080, F. J. Sommer, 30th June,—Saigon 26th June, Rice and General.—Geo. R. Stevens & Co.

MONGKUT, British steamer, 858, Geo. Anderson, 3rd July,—Bangkok 24th June, and Koh-sichang 27th, General.—Yuen Fat Hong.

NANTES LE HAVRE, French steamer, 1,182, Jaffry, 6th June,—Saigon 26th June, Rice.—A. R. Marty.

NESTOR, British steamer, 1,269, Elder, 3rd July,—Liverpool 15th May, and Singapore 27th June, General.—Butterfield & Swire.

PEMPTOS, German steamer, 1,541, U. Johannsen, 1st July,—Hamburg, *via* Batoum, 2nd June, General.—Ed. Schellhase & Co.

POLLUX, German steamer, 898, H. Hellmers, 1st July,—Saigon 27th June, General.—Melchers & Co.

RECORDER, British steamer, 676, R. A. E. Brereton, 27th June,—Hon-dau 19th June, Ballast.—E. E., A. & C. Telegraph Co.

SISHAN, British steamer, 845, Stovell, 1st July,—Bangkok 24th June, Rice.—Kien Tye Long.

TAISANG, British steamer, 1,515, W. H. Jackson, 17th June,—Swatow 16th June, General.—Jardine, Matheson & Co.

TOONAN, Chinese steamer, 938, J. Warwick, 3rd July,—Whampoa 3rd July, General.—C. M. S. N. Co.

TRITOS, German steamer, 1,346, Iwersen, 2nd July,—Bangkok 25th June, Rice.—Siemssen & Co.

ZAFIRO, British steamer, 675, A. W. R. Cobban, 3rd July,—Manila 30th June, General.—Russell & Co.

SAILING VESSELS.

DANIEL T. JENNEY, American ship, 1,620, Rodick, 28th March,—New York 4th Nov., Petroleum.—Order.

ELISE, German ship, 1,348, F. Rowell, 27th May,—New York 5th January, Petroleum.—Captain.

ELISABETH, German bark, 447, H. Ahrens, 4th June,—Silam (Darvel Bay) 13th May, Hardwood.—Reuter, Brockelmann & Co.

ISLAND CITY, British bark, 421, D. Law, 2nd July,—Albany 8th May, Sandalwood.—Order.

LANDSKER, American ship, 1,400, A. H. Laffin, 27th May,—New York 21st Dec., Kerosene Oil.—Russell & Co.

OSAKA, British bark, 517, Jones, 1st Ju'y,—Cebu 19th June, Sugar.—Order.

PAPA, German bark, 748, C. L. Henne, 4th June,—Hamburg 25th Jan., General.—Siemssen & Co.

PARAMITA, American ship, 1,498, C. D. Prescott, 28th May,—New York 7th Dec., Petroleum.—Adamson, Bell & Co.

RICHARD PARSONS, American bark, 1,116, Geo. A. Freeman, 22nd June,—New York 19th Feb., Kerosene Oil.—Russell & Co.

TILLIE BAKER, American bark, 683, Jas. H. Carty, 27th June,—Honolulu 19th May, Ballast.—Captain.

VELOCITY, British bark, 495, R. Martin, 18th June,—Honolulu 3rd May, General.—Chinese.

WM. LE LACHEUR, British bark, 575, E. Warner, 19th June,—Laguimanoc 9th June, Wood.—Wieler & Co.

Z. RING, British ship, 1,371, McLeod, 27th May,—New York 20th Nov., Petroleum.—Russell & Co.

RIVER STEAMERS.

Fatshan, British steamer, 2,260, S. W. Goggin,—Hongkong, Canton, & Macao Steamboat Co.

Hankow, British steamer, 2,235, Lloyd.—Butterfield & Swire.

Heungshan, British steamer, 1,055, Brock.—Hongkong, Canton, and Macao Steamboat Co.

Ho-nam, British steamer, 1,377, G. B. Lefavour.—Hongkong, Canton, & Macao Steamboat Co.

Kiang-kwan, Chinese steamer, 1,020, Knights.—C. M. S. N. Co.

Kiang-ping, Chinese steamer, 360, Holmes.—China Merchants S. N. Co.

Kiu-kiang, British steamer, 617, W. E. Clarke.—Hongkong, Canton, & Macao Steam-boat Co.

Kiung-chow, British steamer, 288, A. Cruickshank.—Hongkong, Canton, & Macao Steamboat Co.

Pasig, Chinese steamer, 284, J. W. Stavers.—Tok Kee (laid up for repairs).

Powan, British steamer, 1,890, J. P. Hoyland,—Hongkong, Canton, & Macao Steam-boat Co.

White Cloud, British steamer, 327, W. J. Risby.—Hongkong, Canton, & Macao Steam-boat Co.

STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Diomed	Liverpool	July 4th	Butterfield & Swire.
Venetia	Bombay	July 5th	P. & O. S. N. Co.
Sutlej	London	July 7th	P. & O. S. N. Co.
Benalder	London	July 7th	Gibb, Livingston & Co.
Glenlyon	London	July 10th	Jardine, Matheson & Co.

STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, &c., via Suez Canal	Rome	P. & O. S. N. Co.	July 10th, at noon.
London, via Suez Canal	Titan	Butterfield & Swire	July 9th.
Genoa, via Bombay, &c.	Bormida	Carlowitz & Co.	To-morrow, at noon.
Havre, and Hamburg, &c.	Frigga	Siemssen & Co.	July 7th, at 10 a.m.
Fiume, via Straits	Thisbe	D. Sassoon, Sons & Co.	July 18th, at noon.
San Francisco, via Y'hama	City of Peking	Pacific Mail S. S. Co.	July 19th, at 1 p.m.
San Francisco, via K., &c.	Belgic	O. & O. S. S. Co.	July 8th, at 1 p.m.
Vancouver, B.C., via A., &c.	Abyssinia	Adamson, Bell & Co.	About July 10th.
Straits and Bombay	Venetia	P. & O. S. N. Co.	July 11th, daylight.
Bangkok	Chow Fa	Yuen Fat Hong	To-morrow, daylight.
Yokohama, Kobe, &c.	Nestor	Butterfield & Swire	July 6th.
Kobe and Yokohama	Miike Maru	Geo. R. Stevens & Co.	July 7th, at 5 p.m.
Manila, via Amoy	Zafiro	Russell & Co.	To-morrow, at 4 p.m.
Haiphong	Marie	A. R. Marty	To-morrow, daylight.
Swatow, Foochow, &c.	Sungkiang	Butterfield & Swire	July 8th, at noon.
Coast Ports	Haitan	Douglas Lapraik & Co.	July 6th, daylight.

Intimations.

INTIMATION.

F. Blackhead & Co.,
SHIP-CHANDLERS, SAIL-MAKERS,
AND
PROVISION MERCHANTS
NAVY CONTRACTORS,
AND
GENERAL COMMISSION AGENTS,
No. 11, Praya Central,
(Opposite Pedder's Wharf).

SOLE AGENTS for
RAHTJEN'S
GENUINE COMPOSITION
FOR
THE BOTTOMS OF IRON SHIPS.

HARTMANN'S GREY PAINT, specially manufactured for coating the inside of STEEL SHIPS.

CARBOLINEUM AVENARIUS
PRESERVATIVE AGAINST
ROTTING, DECAY, &c., of WOOD.

SAPOLIO.
ENOCH MORGAN'S SON'S
SAPOLIO
FOR GENERAL CLEANING PURPOSES.

CHR. MOTZ & Co., BORDEAUX CLARETS

MAX HAASEN'S FRANKFURT on M.
CONSERVED MEATS,
VEGETABLES and FRUIT
CEMENT from the celebrated Factory of Hemmoor,
SWEDISH TAR and OREGON PINE LUMBER.

FLENSBURG STOCKBEER,
ENGINEERS' AND BLACKSMITHS'
MACHINERY AND TOOLS.
EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

ALL KINDS OF
COALS
SUPPLIED AT THE SHORTEST NOTICE
Hongkong, 26th June, 1889. [130

A. G. GORDON & CO.,
LIMITED.

ENGINEERS, LAUNCH BUILDERS, GENERAL and GOVERNMENT CONTRACTORS, IRONMONGERS, COMMISSION AGENTS, VALUATORS, IRON and TIMBER MERCHANTS.

WORKS:
BOWRINGTON, EAST POINT.
OFFICE:
9, PRAYA CENTRAL.

STEAM LAUNCH COMPANY, LIMITED,
Hongkong, 1st May, 1880. [54

THE HOTEL MARINA.

NOTICE OF OPENING.

THIS FIRST CLASS FLOATING HOTEL will be Opened for the Accommodation of Guests on or about 1st July.

The Hotel being entirely new and fitted up with all modern improvements, Residents and the Travelling Public will here find superior accommodation.

The Table d'Hote will be unexcelled, the "cuisine" being under the supervision of a well known and experienced Caterer.

Being moored within a short distance of Kowloon Point, THE HOTEL MARINA offers Guests exceptional advantages for Healthfulness and Refreshing Breezes, the avoidance of street noises and unwholesome odours, &c.

Separate Bathrooms and Verandahs attached to every bedroom, in which comfort and ventilation are specially considered.

Grand Promenade Deck, Commodious and Airy Dining Room, Ladies' Parlour, Billiard Room and Hair Dressing Saloon, together with a Saltwater Swimming Bath, &c., &c.

The Hotel Launch will run half-hourly to and from Pedder's Wharf and the Hotel Free of Charge.

Bedrooms may now be engaged upon application to

ANDREW FOSTER,
Manager.

Hongkong, 21st June, 1890. [942

Dr. Knorr's
ANTIPYRINE.
(Dose for Adults 15 to 35 grains troy)

IS the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, ERYSIPELAS, HOOPING-COUGH, and many other complaints. It is also the very best Antiseptic. Highly recommended by the medical Faculty. To be had from every reputed Chemist and Druggist. Ask for Dr. KNORR'S ANTIPYRINE! Each Tin bears the inventor's signature, "Dr. KNORR" in red letters.

Supplies constantly on hand at the China Export, Import, and Bank Co.—Sole Agents for China. Beware of spurious imitations!

Hongkong 20th May, 1880. [424

GRIFFITH'S

NEW PHOTOGRAPHIC STUDIO,
No. 2, Duddell Street,
(Between the New Oriental Bank, and Mr. Lammert's Auction Rooms),
Entrance from Duddell Street or Ice House St

MR. GRIFFITH'S STUDIO is open daily from 8 A.M. to 5 P.M. for producing First-class PHOTOGRAPHIC PORTRAITURE in all the Newest styles. Views of Hongkong and the Coast Ports, with choice illustrations of Chinese life and character, always ready.

Portraits enlarged to life size and painted in Oils or Water Colours by First-class Artists. Miniatures on Ivory, and all kinds of reproductions.

Hongkong, 2nd April, 1890. [542

NOTICE.

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this HARBOUR none of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.

Hongkong, 25th August, 1885. [15

SIEN TING,
SURGEON DENTIST,
No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE.
Consultation free.
Hongkong, 7th March, 1890. [387

SCOTT'S
EMULSION
OF PURE COD LIVER OIL
With Hypophosphites of Lime & Soda
PALATABLE AS MILK.

The only preparation of COD LIVER OIL that can be taken readily and tolerated for a long time.

AS A REMEDY FOR CONSUMPTION, BRONCHITIS, SCROFULOUS AFFECTIONS, ANÆMIA, GENERAL DEBILITY, COUGHS AND THROAT AFFECTIONS, AND ALL WASTING DISORDERS OF CHILDREN OR ADULTS it is marvellous in its results.

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Hongkong, 10th December, 1888.

For Sale.

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OREGON PINE SPARS and LUMBER Always on Hand.

L. MALLORY.

Hongkong 24th June 1887. [955

FOR SALE.

THE useful and commodious Steam Launch "E L K,"
Length over all .....36 feet.
Breadth " .....7 "
Depth " .....5 "
Speed 8 knots an hour.

This Launch has just undergone a complete overhaul, new decks laid, and the bottom recoppered. The Engines and Boiler have been put in first class order and new awnings fitted.

As this boat, with her full complement of coals, water, &c., on board, draws less than 3 feet, she is specially adapted for river work.

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or to
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13, Praya Central.

Hongkong, 14th June, 1890. [907

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AT WHOLESALE PRICES.

SACCONES' SHERRY; PORT, CLARET, HOCK, BRANDIES, WHISKIES. MACHINERY, GAS ENGINES, SINGER'S SEWING MACHINES. SCALES, PAINTS, OILS and VARNISH, BICYCLES and TRICYCLES. SODA WATER MACHINERY. JEYE'S SANITARY COMPOUNDS, BICYCLE WHEELS for JINRICKSHAWS.

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Hongkong, 21st November, 1889. 11

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SERIES J.—For Gentlemen's, or large size.
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Winds in less than a dozen turns;
$4.75 each. Jewelled, Dust-proof, Keyless, with all the latest improvements. A perfect and unrivalled timekeeper; reliable, durable and accurate, and also

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Hongkong, 20th February, 1890 [22

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AT THE PEAK.

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Hongkong, 12th November, 1889. [28

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"MONTIARA,"
Length.....75 feet.
Beam .....18 "
Depth of hold.....7½ "
Registered tonnage .....75 tons.

(Owing to recent alterations the carrying capacity of the *Montiara* has been increased to about 120 tons, dead weight.)

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Hongkong, 9th April, 1890. [579

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CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVERSMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches; awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's
CELEBRATED OPERA GLASSES,
MARINE GLASSES and SPYGLASSES.
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(REGISTERED).

AN ANTISEPTIC PAINT for the Preservation of Wood, Walls, Ropes, and Ship's Tackle. May be applied to: Beams, Floors, Wainscoting, Wooden Ornaments, Eaves, Roofs, Wooden Sheds, Farmer's and Gardeners Implements, Carts, Posts, Fences, Stables, Gates, Bridges, Boats, and all Timber underground.

Effectually excludes all dampness from walls painted with it and entirely prevents the crumbling away and decay of both stone and bricks.

White ants do not touch wood painted with Carbolineum Avenarius.

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Hongkong, 2nd December, 1889. [39

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Hongkong, 8th March, 1890.

G. FALCONER & CO.,
WATCH and CHRONOMETER MANUFACTURERS and JEWELLERS.
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